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China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11 1/4.

No. 27,714 HONG KONG, THURSDAY, FEBRUARY 5, 1931. PRICE \$3.00 Per Month.

A SECRET?

An Irish Motorist thinks that the Dunlop Rubber Company possess a valuable secret. Read what he says:—

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GHASTLY SCENES

DRAMATIC STORY OF SHOP COLLAPSE.

"WIPED OFF MAP"

CATHEDRAL FALLS ON DEAN.

Wellington, Yesterday. Mr. Weston, Managing Director of Weston Brothers, Limited, of Christchurch, described the horror of the collapse of the shop in Hastings, in which he had just completed business.

"A young girl assistant rushed into my arms and I endeavored to pacify her, remarking that it would all be over in a second, but then a big crash came and a steel pillar fell across the girl's body, crushing her alongside the counter. She pleaded to be released, but the pillar held her like a vice. In a moment her life was gone."

"I realised that I had escaped death by inches, and managed to crawl from the debris."

"Everywhere were poor souls in panic, with terror-stricken appeals for help coming from every side. In what was once the boot department a man was seen desperately fighting for his life, but help was out of the question. In one corner fire broke out but the appeal for buckets brought little response from the panic-stricken people. It was an appalling sight. The fire engines were pinned in their station and as the water main had burst little could be done, anyhow."

Mass of Ruins.

A despatch from Napier describes it as a town wiped off the map, reeking with a mass of ruins, and not a single building standing in the centre of the city. The streets were torn up indescribably and Bluff Hill, Hospital Hill, and other heights behind the town crashed on buildings and the sea-line receded perhaps 100 feet from the Marine Parade.

Residents say that the earth movement was almost vertical, the ground subsiding with a sickening jolt. A despatch from Hastings reveals that at the time of the shock the town was full of shoppers, who were caught like rats in traps. Buildings crumbled with a deafening roar, crushing both the staff and customers.

Legs Severed.

The first thing a constable rushing from the Police station saw was a young girl sitting near the road, with her legs severed below the knees.

Men, women and children were screaming beneath the ruins and although people who escaped tore frantically at the debris nothing could be done, as the victims were soon swallowed up by flames.

Doctors worked under most trying conditions, operating without anaesthetics. One doctor was seen early in the morning, his coat bloodsoaked, hacking his way into a chemist's shop to secure supplies.

Napier, Yesterday.

Those killed include at least seven nurses and probably 40 students at a technical school, when the building collapsed.

The Dean of Brocklehurst was conducting a Communion Service in St. John's Cathedral when the building crumbled and buried the worshippers. The Dean was gravely injured.

Marines Take Charge.

It is still impossible to estimate the death toll, but the condition of several hundreds among over 1,000 receiving attention is reported to be critical or serious. So far 67 bodies have been identified. Armed marines from the cruisers Dunedin and Diomedes are patrolling the town. Naval parties are distributing food-stuffs.—Reuter.

Tremors Recommended.

Napier, Yesterday.

Earth tremors have recommenced in the Napier region, further damaging buildings and increasing the prevailing alarm.

Red Cross officials now estimate the total death toll at considerably over 1,000.—Reuter.

Buried Yesterday.

The complete disorganisation of normal communication with the

CHINESE RAILWAY BONDS QUERY.

Pertinent Questions in House of Commons.

"OTHER OBLIGATIONS."

London, Yesterday.

In the House of Commons today Mr. A. M. Samuel asked if Mr. Henderson would ascertain from the Chinese Government whether it had placed bonds of the Tientsin-Pukow and Hukwang Railways as a charge on the Maritime Customs, in accordance with its contracts to British subscribers to those Railway loans, in view of the fact that there had been a revision of Chinese tariffs and the abolition of likin.

Mr. Henderson replied that the proposals tabled by the Chinese representatives at the Nanking Conference which opened in November seemed to point to the direction that Mr. Samuel desired. The loans, however, could not be treated independently of the Chinese Government's other obligations of the conference at which they were being considered.

Replying to a supplementary question he said that he could not try to have an agreement reached before the third reading of the China Indemnity Bill. If the matter were raised in debate he was prepared to reply.—Reuter.

area of North Island, New Zealand, devastated by yesterday's disastrous earthquake renders it impossible to give a reliable estimate of the loss of life involved. It will probably be some days before the search for the missing among the debris of fallen buildings is completed and, meanwhile, extravagant figures should be treated with reserve.

One of the immediate effects of the disaster was the breakdown of the sewerage system and the authorities, fearing an outbreak of disease, issued a general order to-night decreeing the evacuation of Napier within two days.

A telegram received this morning by the Secretary for the Dominions, Mr. J. H. Thomas, from the Governor General of New Zealand, Lord Bledisloe, expressing appreciation on behalf of the Government and people of New Zealand for the British Government's message of sympathy, states that complete information is not yet procurable, but already it is evident that the full severity of the shock was felt at Napier and Hastings where many large buildings collapsed.

"At Napier fires broke out apparently sweeping over a considerable area of the business centre. The death toll cannot yet be estimated, as it has not been possible so far to re-establish the telegraphic communication destroyed by convulsion, and we are at present relying mainly upon wireless communications from vessels in Napier at the time and H.M.S. Dunedin and H.M.S. Diomedes, which arrived there from Auckland to-day with medical relief and supplies. It is feared, however, that the loss of life is severe."

Ninety Perish.

Ninety persons are already known to have perished. Doctors and nurses have been despatched to the District and a large number of injured, of whom many are homeless, is now receiving medical attention. Food and other necessary supplies are being organised under the supervision of Ministers of the Crown, who reached the scene of the disaster to-day.

Frequent minor shocks are still being felt over greater part of the Hawkes Bay area and although much damage to buildings has been caused in outlying districts, the loss of life except at the centre of the disturbance has been small. The bed of the Harbour at Napier has been raised in places by 18 feet.—British Wireless Service.

Earlier News.

Wellington, Yesterday.

It is rapidly becoming apparent that the earthquake death toll is much heavier than was at first believed. It is authoritatively estimated that at Hastings alone between 80 and 100 persons were killed. Many are still buried in the

KIDNAPPERS SENT TO JAIL.

Boy Escapes and Gives the Warning.

ONE MISSING.

A gang of local kidnappers were brought to book this morning when Detective Sergeant Fitches charged Wai Kau, 18, unemployed, of 1028, Canton Road, Chan Ming, 20, unemployed, of the same address, and Lau Yiu, 37, unemployed, of Kowloon City, at the Kowloon Magistracy.

The first two men were charged with kidnapping Ng Ying, aged seven years, of No. 7, Parkes Street, on January 17. The first and second defendants were also charged with kidnapping Fu Ngau, aged seven years, from 63, Sai Tau Village, on February 4, while a charge of receiving and harbouring the child was preferred against the third defendant.

Plead Guilty.

First and second defendants pleaded guilty to the first charge. The first defendant also pleaded guilty to the second charge, while the third defendant pleaded guilty to harbouring.

It was stated that the men were members of a gang of child traffickers, whose headquarters were at a hut in Kowloon City, and who operated between the Colony and Chinese territory.

The first boy, Ng Ying, who has not yet been recovered, was last seen on January 17, when he was playing with another boy in the street. The first two defendants rode up on bicycles, and took the two children to King's Park to catch birds.

Not Seen Since.

At the entrance to the Park, first defendant told one boy to wait, and then went away with Ng Ying, who has not been seen since.

On February 3, the kidnapped boy's companion again saw the two defendants, this time coming down the stairs of a house in Austin Road. He ran and informed the parents of Ng Ying, who gathered some clansmen, and, after a fight, arrested the men. Another man who was with them escaped.

Escape from Hut.

By coincidence during the night before the arrest of the two men, Fu Ngau, the subject of the second charge, managed to escape from the hut in Kowloon City, where he had been taken after being kidnapped by the two defendants, and informed his father, who went to the hut and arrested third defendant.

On the first charge Mr. Butters imposed one year's imprisonment and 24 strokes on first and second defendants, and one year's imprisonment on the third defendant for harbouring. The first defendant was also sentenced to one year's imprisonment on the second charge.

BECOMING COOLER.

To-day's weather report from the Royal Observatory states: Depressions are shown to the West of Nagasaki and over Tongking.

An anti-cyclone has formed over N. China.

The monsoon will set in again along the S.E. Coast of China.

Forecast:—S. or E. winds; moderate; generally cloudy; some drizzle or mist; becoming cooler.

Rainfall.

Rainfall to 10 a.m. to-day 0.04 inch. Rainfall since January 1: 0.32 inch against an average of 1.77 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	78
Macao	70
Pratas Island	74
Manila	70
Poonchow	64
Amoy	66
Swatow	71
Chaochow	68
Shanghai	68

ADMIRAL WHO SAVED 50 CHINESE.

An Incident During the Sino-Japan War.

DIES IN FRANCE.

Paris, Yesterday.

The death took place to-day of Vice-Admiral Gauchot, aged 74, who commanded the Allied forces in the Mediterranean in 1916. He had an eventful career in the Far East in the early nineties as Commander of the gunboat Lion. In 1894 he rescued 50 Chinese survivors of the British steamer Kowshing, sunk by a Japanese warship during the Sino-Japanese War.—Reuter.

STOP PRESS

Nanking, To-day.

Government officials officially deny the reported coup d'etat in Canton on Monday Huang Shao-hsiung, the Kwangsi leader, who is visiting Nanking, states that he is daily in communication by wireless with his colleagues in Nanking and nothing is mentioned about the reported coup d'etat. The report is portably due to a misunderstanding because when he left for Nanking preparations were being made to disarm the Communist troops under Li Ming-sui.—Reuter.

The rapid advance made by the women's emancipation movement in Japan in recent years is shown by the Government's introduction of a Bill proposing to grant women equal franchise rights with men in elections for city, town and village autonomous assemblies preliminary to granting national suffrage. A similar Bill introduced by Private members last session passed the Lower House but was shelved by the Peers. It is generally believed that the Government Bill presented this morning will share the same fate, but the growing interest in the question appears to indicate that women will be given at least a limited share in the governance of the country before long. The question affects over 13,000,000 women.—Reuter.

TRAGEDY OF ALPS.

BODIES OF THREE VICTIMS FOUND.

NO TRACE OF MISS FURNIVAL

Brigue, Switzerland, Yesterday.

After several hours' search a party led by one of the surviving guides from the mountain disaster discovered the bodies of three victims. Miss Furnival has so far not been found.—Reuter.

[Three British women tourists, Mrs. L. C. Furnival, Miss Furnival and Miss Galloway, and one guide, were killed while on an expedition from Jungfrau Joch for the Aletsch Glacier. A rescue party returned to Adelboden with three survivors, Mrs. L. C. Furnival, Miss Lees, and Mrs. Stead.]

CLUTCHING HAND.

KOWLOON DOCK LADY ROBBED.

Mrs. C. E. Millard, of 8, Waverley Terrace, Kowloon Dock, has reported to the Police that at 6.40 p.m. yesterday, whilst walking home in Dock Street, she had her handbag snatched by a Chinese man who made good his escape. The bag contained money and other articles to the total value of \$20.

ELLIS KADOORIE SCHOOL.

Indians and the Study of Urdu.

COMPULSION OPPOSED.

Argument against making the study of Urdu compulsory was advanced by Mr. A. el Arculli for the consideration of the parents of students of the Ellis Kadoorie School for Indians, this morning, when he distributed the prizes on the annual speech day of the school.

In welcoming Mr. Arculli, Mr. A. T. Hamilton, head master of the school, said that they all realised that Mr. Arculli was a very busy man, and therefore they greatly appreciated the sacrifice which he had made in accepting the invitation to distribute the prizes.

Mr. Hamilton regretted the inability of the Director of Education, Mr. G. P. de Martin, to be with them, but the Education Department was well represented by Mr. A. R. Sutherland, who was accompanied by Mrs. Sutherland. He welcomed them both.

The speaker then announced that Mr. Upsell was going to be head master of the school after the holidays. This was necessitated by certain changes in the Educational Department. He said that if the students would give Mr. Upsell the same assistance which they had given him he could assure them of the future success of the school. He could assure them also that Mr. Upsell would keep his end up. (Applause.)

The school report was then read as under:—

During the year ended December 31, 1930, the school was opened on 224 days.

The maximum enrolment for the year was 186, an increase of 5 over last year.

The average attendance was 128.

Staff.

There has been no changes in the staff during the year under review. Mr. Hardit Singh went on leave in November.

The discipline continues to be satisfactory.

Studies.

At the annual examination 131 boys were examined, and of that number 114 passed, or nearly 87 per cent. It is with great satisfaction indeed that I have to report a vast improvement in Urdu at the Examination just held 80 per cent. passed compared with 54 per cent. and 64 per cent. at the two previous examinations. This reflects very great credit on Mr. Channan Singh who takes the whole of the Urdu through the school. The credit is all the greater when one considers the difficulty he has to contend with in teaching boys who look upon Urdu as a foreign language. Out of 131 boys there are only 57 Urdu speaking boys in the school.

Sports.

In the matter of sport our boys are very fortunate. We have adequate grounds for the playing of football and cricket both of which games are still very popular during the winter months. In the Summer we have ping-pong and swimming.

The annual sports meeting held on January 20 was a very successful gathering at which nearly every boy in the school competed in some form or other.

Health.

I think you will agree with me that situated as we are among such pleasant surroundings the boys cannot but have good health. Besides taking advantage of our grounds for various forms of sport, a very pleasant feature is the outdoor classes when the weather is favourable. Physical drill is taken every morning during the winter months. All these factors, I am sure, are of considerable benefit from a health point of view.

Our thanks are again due to Mrs. Minetti, Medical Officer for Schools, and to Dr. Laing for their help and advice during the year.

We are also indebted to Mr. M. A. Khan, of our own staff, for vaccinating nearly every boy in the school.

The School Library, although small is well used and the boys make great assistance in their studies.

Garden.

The garden is still flourishing.

BRITON JUMPS INTO HARBOUR.

No Effort to Catch Lifebuoys.

MYSTERIOUS AFFAIR.

The mysterious disappearance of a European, who is stated to have jumped into the harbour in the early hours of this morning, off the No. 5 wharf of the Kowloon Godowns, is contained in the Police reports to-day.

Mr. B. Gose, Fourth Officer of the C.P.S. R.M.S. Empress of Japan, which was lying alongside the wharf, saw the European, whose name is unknown, go aboard the liner, apparently under the influence of liquor. The officer observed the man to leave the ship, proceed down a gangway, and then walk on the wharf. The European is stated then to have walked over the end of the pier, and gone into the water. This happened at about two o'clock.

Sudden Disappearance.

Seeing that the man's life was in danger, Mr. Gose threw life-buoys into the water, but the European made no attempt whatever to get any of them, but instead began to swim away. He suddenly disappeared under the water.

Mr. Gose immediately blew his whistle, and this attracted No. 6 Police launch which happened to be cruising in the vicinity. The launch came to the spot, and searched for nearly an hour, but no trace of the European was made.

Mr. Gose adds in his report that the man appeared to be about 25 years of age, and spoke with a Scottish accent.

and continues to be a source of interest.

A year ago I made reference to the large number of free scholars we had and how much they appreciated what was being done for them. Unfortunately this number had to be reduced during the year, and instead of 40 boys we have now only 30 on our free list. These boys are most grateful and desire me to thank their benefactors. We hope that during this year more funds will be available as there are still some very deserving cases excluded from enjoying this privilege.

In December the whole school visited the Central Theatre and witnessed the interesting and instructive picture "With Byrd at the South Pole."

General.

In October arrangements were made whereby everyone of the staff attended the demonstration course on "Health Matters" organised by the Medical Officer for Schools.

We again thank the Hon. Director of Public Works for permission to make free use of the North Point Bathing Beach in Summer; the Hon. Inspector-General of Police for providing the services of a drill instructor; and Mr. Wu Hay-tong for a scholarship tenable at Queen's College for three years.

We also thank the Sincere Co., The Sun Co., the Wing On Co., members of the Indian community and others for their generous support to our Sports Fund.

To the members of the staff I wish to express my deep sense of appreciation for their loyal support and co-operation during the year which enabled the work of the school to be carried on so harmoniously.

A Labour of Love.

After distributing the prizes, Mr. Arculli thanked Mr. Hamilton for his kind reference to him, and assured the gathering that it always gave him great pleasure to visit their school.

His father, he said, had taken a great part in the foundation of the school, and he himself took just as great an interest in it. Whatever he could do for the school was a labour of love.

The report which they had heard read must be gratifying to the parents of the students and supporters of the school, showing as it did success in the past year.

In spite of the fall in exchange and the trade depression he was glad to see that the trade of education was flourishing here.

Every branch of industry, he said, required support. If we are to go forward, and education was no exception.

SEA 'PLANE SINKS

PILOT'S ERROR OF JUDGMENT.

NINE DROWNED

DISASTER SEEN BY PROMENADERS.

Rugby, Yesterday.

Nine lives were lost in an air disaster which occurred to-day when a large Iris Flying Boat of No. 209, Flying Boat Squadron, Mount Batten, sank in Batten Bay, Plymouth Sound. Those killed include the pilot of the machine, Wing-Commander Tucker, Flying Officer Wood, and seven men, while two other Officers were injured, one of them seriously. One Non-Commissioned Officer alone escaped uninjured.

Thousands of people on Plymouth Hoe and along the waterfront witnessed the accident, which occurred when the machine was about to alight. Reports state that the course was altered to avoid a small boat and the machine tilting, its wing touched the water.

Motor boats rushed to the scene and rescued the survivors before the machine sank with the other occupants trapped in the fuselage. The flying boat, which was of all-metal construction, was one of the largest and fastest of its type and was equipped with three engines. It had a speed at sea level of 121 miles hourly, a cruising speed of 100 miles, and a landing speed of 59 miles.—British Wireless Service.

Nine Killed.

Of the 12 men aboard nine were killed, including Flying Officers Tucker and Wood.

Mistaken Level.

Divers in Plymouth Sound are searching for the bodies of the crew of the flying boat, which was a type of aircraft, comprising sleeping quarters, cookery facilities, emergency wireless, and carrying a collapsible dinghy. She is now lying with her floats in the air and her cabin submerged.

The disaster is believed to be due to the pilot mistaking the level of the water owing to the reflection of the bright sunshine. She struck the sea too soon and the craft sank with Wing-Commander Tucker and seven men trapped in the Cabin. Four others were rescued, including Flying Officer Wood, who died in hospital.

Boat Located.

Divers have located the crashed flying boat, which was broken in half. The bodies of W. O. Tucker and Air Craftsman Rutledge have been recovered. The forward portion of the flying boat was towed ashore. The after portion, in which it is believed the other bodies are, lies in deep water. It is believed that W. O. Tucker was unable to flatten out the machine as he was about to land, and hit the sea at about 70 miles an hour. Her bows went under and the flying boat's back was buckled.—Reuter.

Earlier Report.

London, Yesterday.

A Royal Air Force flying boat of the Blackburn Iris type, propelled by three 675 horsepower engines, while exercising over Plymouth Sound, crashed into the sea with a shattering explosion. The flying boat sank, and later two officers and one airman were rescued, injured.

Wing-Commander C. G. Tucker, Flying Officer F. K. Wood and seven airmen are missing.—Reuter.

COMMITTED TO ASSIZES.

On a charge of having taken part in the armed robbery at 42A, Bonham Road on January 14, Lau Kit was at the Central Magistracy this morning committed by Mr. Lindall to the next Assizes.

When duly cautioned, prisoner stated: "I have nothing to add to what I previously stated to the Police, by which I abide. My wife has nothing to do with the gold ring."

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ROUND THE CINEMAS

"MEN OF THE NORTH"—DRAMA
OF CANADIAN WILDS.

ADVENTURE AND MYSTERY.

Romance, thrills, high adventure
and mystery in the North Woods
are in the Queen's Theatre,
where "Men of the North," Metro-
Goldwyn-Mayer's gripping drama
of the French Canadian wilds, is
being seen.

With a splendid cast, headed by
Gilbert Roland, as Louis the Fox,
and Barbara Leonard, the vivid
drama is based on a plot by Wil-
lard Mack, author of "Gang War,"
"The Common Sin" and other hits.
Hal Roach, the noted producer,
directed it personally. Much of it
was filmed in the deep snows of
the high Sierras, and dog team
thrills, ski jumps and other excit-
ing detail embellishes the dramatic
mystery, with its romantic sur-
roundings.

Roland is superb as Louis, the
trapper, suspected of theft and
trailing by the Mounted Police
through the wilderness of snow.
Miss Leonard gives a winning per-
formance as the heroine and
Arnold Korff contributes an expert
characterisation as the million-
aire father. Other competent work
is done by Robert Elliott as the
North-west Mounted Officer,
George Davis as the comic red-coat
corporal, Nena Quartero as the
fury half-bred charmer of the
wilds, and Robert Graves, jun., as
the priest.

The scenic settings in the deep
snows are unusually effective.
In addition to the feature are
Gus Edwards' colour-tone revue,
"Climbing the Golden Stairs,"
featuring Charles King, and an
uproarious Harry Langdon
comedy, "The Shrimp."

"TEMPLE TOWER"

Who was the man in the tunnel?
For underground a secret passage
led into the grim mysteries of
Temple Tower. A tell-tale signal
flashed up in the control
room of the building—the maniac,
exultant, threw a switch that
brought the walls of the tunnel
together to crush the intru-
der's life out between its
remorseless stones—the girl bat-
tled desperately to save him—but
was the intruder Bulldog Drum-
mond, or was he the Masked
Strangler, that sinister master
mind of the Parisian Apaches.
Screen fans will discover the
answer in one of the most thrilling
moments of "Temple Tower," the
Fox Movietone melodramatic
novelty opening on Sunday in the
Queen's Theatre.

Kenneth MacKenna plays the
role of "Bulldog Drummond" with
Marceline Day and Henry B.
Walthall also prominent in the
cast.

RADIO

TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station.
Z.B.W. on a wavelength of 355
metres:

5-8 p.m.—European Programme
of H.M.V. & Victor Records kindly
supplied by Messrs. S. Moutrie
& Co.

5-5:30 p.m.—Orchestral.
If I Were King—Overture
(Adolphe Adam).

Victor Symphony Orchestra
(22095).

Chinese Lullaby (from East is West),
Pearl O' Mine (Fletcher),
Victor Salon Orchestra
(21970).

Mikado Selections (Sullivan),
Marek Weber & His Orchestra
(3334).

Spanish Life (Rizzi),
A Gay Cavalier (Cromit),
Victor Orchestra (3170).

5:30-6:30 p.m.—Relay of Concert
from the Helena May Institute.
7 p.m.—Stock Quotations.

6:30-7:15 p.m.—European Chil-
dren's Programme from the Studio.

7:15-7:30 p.m.—Children's Over-
ture (Quilter) played by the New
Light Symphony Orchestra (22099).

7:30-8 p.m.—Band Selections.
Wesleyan Patrol (Amers),
Policeman's Holiday (Ewing).

The Band of H.M. Gold-
stream Guards (2924).

Monastery Bells (Wely),
The Mill in the Forest (Ellenberg),
The Victor Concert Band
(22094).

Patrol Contigue (Hindley-Lake),
A Hunting Scene (Buclos),
The Victor Concert Band
(22044).

Forge in the Forest (Michaelis),
The Victor Band (3010).

National Game (Souza),
Souza's Band (3010).

8-10:50 p.m.—Chinese Studio
Concert.

9 p.m.—Weather Report, Local
Time, etc.

10:30 p.m.—Close Down.

R. A. O. B.

LOSS THROUGH R.101
DISASTER.

34 ON BOARD.

At the Palace Hotel, Jersey, re-
cently, the dancers and members
of the Casarea Lodge, No. 2090,
Royal Antediluvian Order of
Buffaloes entertained their friends
to dinner and a subsequent whist
drive and dance, and as a result
of the excellence of organisation,
general arrangements and the
splendid catering and service of
the hotel management, the func-
tion was distinctly enjoyable.

The function was attended by
His Excellency the Lieut. Governor
and Mrs. Willis, who on arriving,
accompanied by Lieut. Col. H. H.
Hulton, D.S.O., and Mrs. Hulton,
were received and welcomed by
the President, Mr. A. R. Millard.
The company numbered about 120,
the chair being taken by Mr. Ed
Le Quesne, a member of the
Order.

When covers had been removed,
the toast of "The King" was pro-
posed and loyally honoured.
Knight L. P. de la Perrelle,
Grand Primo of the Province of
Jersey, was next called on to pro-
pose the toast of

"The Order."

Mr. de la Perrelle opened by
thanking, on behalf of the Presi-
dent, the company for turning up
in such large numbers. The ar-
ranging and organising of the din-
ner had been a great undertaking
for the Committee of Casareaan
Lodge, 2090, but he felt sure all
would readily admit that it had
been a great success and credit.

As regards the Buffalo Order it
was a big organisation on the
mainland and an endeavour was
being made to make it successful
in the Island. The Order had
suffered a sad loss by the disas-
ter to the R.101, as there had
been 32 brothers composing the
crew, while Lord Thompson and
the Navigating Captain were mem-
bers of the Order. Four of the
survivors were also brother Buffs.
The members of the Order be-
lieved in philanthropy and harmony,
tried to help less fortunate
brothers, and in so doing assist
them in becoming good citizens.

In conclusion Mr. De La Perrelle
pointed out that they felt highly
honoured to have His Excellency
and Mrs. Willis present. It was
exceedingly good of them to come
and it would go down in the his-
tory of Buffalolism. He again,
on behalf of the Province of Jersey,
thanked His Excellency and other
guests for their patronage and
presence and called on the mem-
bers to drink to the success of the
Order.

The toast having been acknow-
ledged
Primo A. E. Parker submitted
"Our Guests."

This was responded to briefly but
suitably, by Mr. Aston.

Mr. Ed. Le Quesne also ex-
pressed thanks to His Excellency
for attending and went on to give his
experiences of Buffalolism, an
Order to which he was proud to
belong. The basis and object of
the Order was fellowship and good
comradeship to nobly help fellow
members in distress. The Buffs
had been recruited from the work-
ing class and the response had
been magnificent. He had never
regretted joining the Order, for he
had met with good fellowship
which could not be equalled in this
little Island.

His Excellency subsequently rose
amidst applause and returned
thanks for having invited Mrs.
Willis and himself. He understood
that he was not required to make
a speech, but on his own initiative
he wished to take the opportunity
of drinking to the health of the
Order, which he hoped would pros-
per and double in membership be-
fore he left the Island. Any Order
with a motto and policy such as
theirs deserved to get on. (Ap-
plause).

This concluded the toast list and
the company then adjourned, some
to take part in the whist drive and
others to indulge in dancing until
the midnight hour approached.

AN INTRODUCTORY
HISTORY

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THE Undersigned have received
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Auction

ON
FRIDAY, February 6, 1931,
commencing at 2.30 p.m.,
at their Sales Room,
4, Duddell Street.

A Valuable Collection of
CURIOS.

Comprising:—
Porcelain Vases, Bowls, Plates,
Flower Bowls, Jade Vases, Amber,
Crystal and Agate Ornaments,
Lacquer Screens, Joss Tables,
Blackwood Joss Tables, Opium
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Chinese Hand Paintings, etc.
Terms:—Cash on Delivery.
On View from Thursday, Febru-
ary 5, 1931.

LAMMERT BROS.,
Auctioneers.
Hong Kong, February 3, 1931.

THE Undersigned have received
instructions to sell by Public
Auction

ON
FRIDAY, February 6, 1931,
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at their Sales Room,
4, Duddell Street.

A Fine Selection of Jewellery
(Liquidation Stock)

Comprising:—
Platinum, Gold & White Gold
Watches Chain and set with Dia-
monds, Ladies' Wrist Watches set
with Diamond, Gold Vanity Case,
Mesh Bag, Cigarette Case, Dia-
mond Earrings, Platinum Brooch
set with Diamonds, Japanese Cul-
ture Pearl, etc., etc.

Also
One Fine Diamond Ring 10.16
Carats.
One Diamond and Emerald Pen-
dant.
One Diamond Bracelet.
One Gentleman's Fine Pocket
Watch "Tavannes" set with 76
Diamonds.

On View from Thursday, Febru-
ary 5, 1931.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hong Kong, February 3, 1931.

FISHERMAN KING.

PROUD PRINCE WHO WAS SENT
TO PRISON.

A small village in the North of
Latvia is all that is left of the
once glorious tribe of the Livs,
who in the twelfth century were
spread over a large territory, now
occupied by Latvia, Estonia, and
Lithuania.

These remnants of a whole tribe
have kept their own language,
many of their old customs, and
also their King, a descendant of
their valiant monarchs, who
reigned eight centuries ago.

The King's family is now as poor
as all the other Livs, who are
simple fishermen, going out to sea
in their small sailing boats. The
Russian Tsars, to whom during the
last two centuries the territory
occupied by the Livs belonged, had
nothing against the modest fisher-
man calling himself a king,
especially as he never tried to as-
sert his kingly rights.

A Royal Refusal.

In 1918 the Latvian Republic
was proclaimed, and the Livs
found themselves belonging to
Latvia. Several years later the
new Government compelled all its
citizens, not excluding the Livs, to
appear before the authorities in
order to take possession of their
Latvian passports. But the King
of the Livs refused to do so. He
said that being a king he could
serve God alone and that he did
not consider himself a citizen of
the Latvian Republic. The King
was sent to prison, where he re-
mained for many months, but
nevertheless he did not take his
Latvian passport.

Now another conflict has arisen,
and this time between the Latvian
Government and the King's son,
whose name is Jan Kapberg. He
is twenty-one years of age, and ac-
cording to the Latvian law has to
serve in the Latvian Army. In reply
to an advice of the authorities the
Prince replied that he did not wish
to serve in the army of a country
among the citizens of which he did
not rank himself. After a renewed
warning he was taken by force to
the barracks. But here, too, he
refused to obey the orders of his
superiors, and at last he was sent
to prison. He has now been tried
as a deserter and sentenced to two
years' imprisonment.

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Taking Cargo on through Bills of Lading
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Passengers to LONDON (Overland).

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	For Shanghai & Japan	For Singapore & Italy
S.S. CARIGNANO	Feb. 7	Feb. 8
S.S. "VENEZIA"	Feb. 10	Feb. 10
S.S. "CRACOVIA"	Feb. 10	Feb. 22
S.S. "GANGE"	Mar. 4	Mar. 25
S.S. "HILDA"	Mar. 9	Apr. 12
S.S. "PILSNA"	Apr. 7	Apr. 19

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TAIYO MARU	Thursday,	10th February.	
CHICHIJIMA MARU	Wednesday,	4th March.	
SEATTLE, VICTORIA via Shanghai & Japan Ports.			
HIKAWA MARU	Thursday,	12th February.	
HEIAN MARU	Tuesday,	24th February.	
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via			
Singapore, Penang, Colombo, Suez.			
KASHIMA MARU	Saturday,	7th February.	
YASUKUNI MARU	Saturday,	21st February.	
SYDNEY & MELBOURNE via Manila & Ports.			
KITANO MARU	Thursday,	19th February.	
BOMBAY via Singapore, Penang, & Colombo.			
IYO MARU	Tuesday,	10th February.	
↑ TOKIWA MARU	Friday,	27th February.	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,			
Mexico & Panama.			
HEIYO MARU	Thursday,	5th March.	
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.			
KAWACHI MARU	Wednesday,	25th February.	
NEW YORK, BOSTON via Panama.			
TATAGO MARU	Wednesday,	11th February.	
↑ TAKETOYO MARU	Sunday,	1st March.	
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.			
↑ DELAGOA MARU	Sunday,	16th February.	
CALCUTTA via Singapore, Penang & Rangoon.			
↑ NAGATO MARU	Sunday,	8th February.	
↑ BENGAL MARU	Sunday,	15th February.	
SHANGHAI KOBE & YOKOHAMA.			
SUWA MARU	Saturday,	7th February.	
↑ TSURUGA MARU	Friday,	13th February.	
ATSUTA MARU (Nagasaki direct)	Thursday,	19th February.	
FUSHIMI MARU	Saturday,	21st February.	
↑ Cargo only.			

O. S. K.

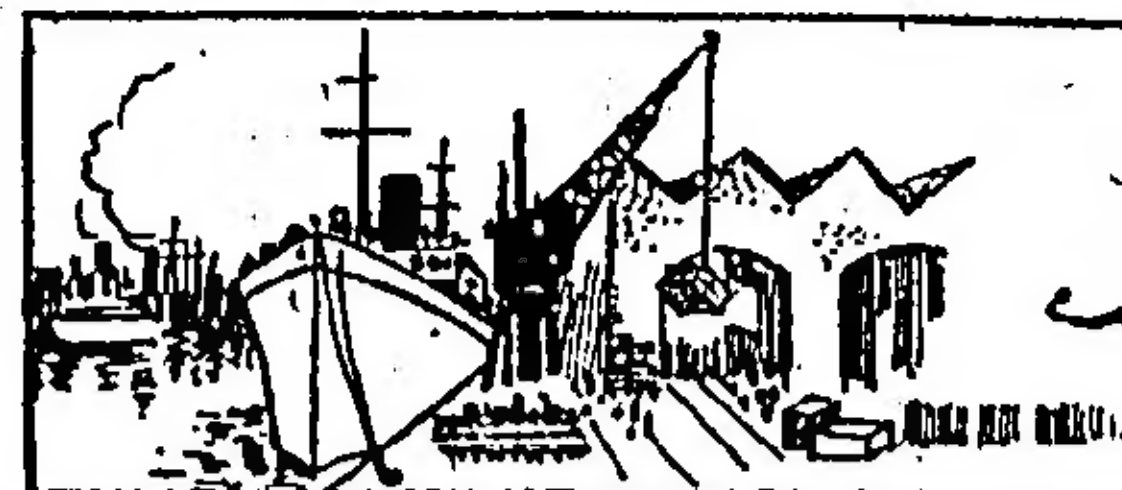
SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Atlas Maru	Mon.	9th Feb.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Le Plata Maru	Fri.	6th Feb.
KARACHI & BOMBAY via Singapore & Colombo.	Shunko Maru	Thurs.	5th Feb.
DURBAN, LOURENCO MARQUES, BEIRA, DAR ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Honolulu Maru	Thurs.	19th Feb.
MELBOURNE via Manila, Brisbane & Sydney.	Chicago Maru	Thurs.	5th Feb.
CALCUTTA via Singapore & Rangoon.	Panama Maru	Tues.	3rd Mar.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Sydney Maru	Fri.	6th Mar.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Celebes Maru	Wed.	18th Feb.
JAPAN PORTS (Freight Service).	Arabis Maru (from Shanghai)	Sat.	21st Feb.
HAIPHONG via Hoihow & Fukuoka (Fortnightly).	Sanyo Maru	Fri.	6th Feb.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Madras Maru	Fri.	6th Feb.
TAKAO via Swatow & Amoy (Fortnightly).	Menado Maru	Thurs.	19th Feb.
	Deli Maru	Thurs.	12th Feb.

For further particulars please apply to:
OSAKA SHOEN KAISHA.
Telephone 2801.

Donations and Subscriptions must now
be sent to the Hon. Treasurer, Mrs. H. E.
Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY



Shipping Intelligence

LIFE-SAVING FLASH.

Capt. Who Went Down with His Ship.

A graphic story of how he went down with his ship and was rescued after swimming about in the darkness for half-an-hour, was told by Captain Arthur Fielding, of the coasting steamer Sonnia, on being landed at Holyhead, after his vessel had foundered the previous night off the Skerries. He was rescued from the water by the Belgian trawler Jeanne.

Capt. Fielding, who resides at Orrell, in the course of an interview, said:—"We left Rostrevor about noon on Friday. The weather was then quite fine, but shortly after four o'clock a fierce gale sprang up, accompanied by tremendous seas. Just as it began to get dark I was afraid that we might get into difficulties, and I altered the course and made for Holyhead.

Devotion to Duty. The seas were washing right over us, and the engine-room was quickly flooded. In consequence the ship became unmanageable, and I told the crew that they had better lower the boat and get into it. I remained on the bridge. By this time it was pitch dark. I intended that the boat should remain at hand, but when I went to look for it later, I found that it had been swept away by the force of the gale. There was nothing left for me to do but to remain on board. I went to the fore-cabin and sent up flares, in the hope that they would be seen by a passing steamer.

After some time, and finding that my flares had not been seen, I was getting rather despondent. Fortunately, however, the Belgian trawler Jeanne had observed my signals, but she could not get near to take me off.

"She manoeuvred to within a distance of not more than 100 yards, but was unable to reach me owing to the gale. She had been on the scene for about two hours when my ship went down, and I with it. I had to swim in the water for well over half-an-hour before the captain of the trawler was able to pick me up. By this time I was well-nigh exhausted. The boat with the crew and stow-away was washed ashore at Moelfre Beach, and I have just heard that they are on their way to Holyhead by road."

The captain of the trawler, Captain Louis Dedrie, was the means of rescuing the survivors of the air liner City of Ottawa some eighteen months ago, in connection with which he was awarded the Order of Leopold.

He is also the possessor of seven medals for life-saving. Captain Dedrie said that were it not for the fact that Captain Fielding, when he was in the water, was able to shine his flashlight, they would not have been able to locate him in the dark. "This flash," said Captain Dedrie, "undoubtedly saved his life."

COMMUNIST THREAT.

H.M.S. SANDWICH LEAVES HONG KONG FOR HOIHOW.

In answer to the request for assistance, by Canton Consuls, the sloop, H.M.S. Sandwich, left Hong Kong for Hoihow in Hainan to inquire into the reports that the lives of 36 British and American missionaries were endangered by a Communist uprising.

Hoihow is about 250 miles south of Hong Kong. A brief Canton message says that the Kwangtung Provincial Government received a telegram from a delegation of Hoihow merchants in Hong Kong appealing to the Canton military and naval authorities for immediate action to save Hoihow from Communist occupation.

It was stated that as a result of Communist disturbances around the city and tension in consequence of a Communist threat, all firms in Hoihow had suspended business. The appeal stated that the merchants' forces in Hoihow are known to be poorly equipped and are unlikely to be able to defend the city.

CONSIGNEES' NOTICE.

Consignees of Cargo ex S.S. Ben-myah are requested to take delivery of their goods which will be subject to rent after February 10.

FIRED ON BRITISH SHIP.

Allegations Against U.S. Coastguards.

New York, Nov. 25. Allegations that, instead of warning shots, the coastguard fired a burst of machine-gun bullets into the British rum-runner Good Luck were made by Mr. Joseph Fitzpatrick, counsel for the vessel's Canadian crew, when the boat was brought into Gravidence, Rhode Island, last night.

The nine members of the crew, all from Lunenburg, Nova Scotia, were released from custody following a conference between coast-guard officials and the United States Attorney's office. The Good Luck, a sister-ship to the recently-captured Mazeltov, which incidentally is Jewish for Good Luck, was taken near Block Island with fifty cases of liquor remaining on board.

The coastguards' claim that only warning shots had been fired was denied by Mr. Fitzpatrick, who said that thirty machine-gun bullets had disabled the vessel's steering gear and torn holes in the hull and superstructure. He said he would press his charges on behalf of the crew's members.

ARRIVALS OF SHIPS.

Tuesday, Feb. 3.
Alaska Maru, Japanese str., 4,553 tons, Capt. N. Sasaki, from Singapore, Kowloon Wharf.—O.S.K.

Chian Lee, Chinese str., 1,850 tons, Capt. K. Ishii, from Canton, buoy No. B18.—Yee Tai Hong.

Sanyo Maru, Japanese str., 5,046 tons, Capt. K. Mori, from Shanghai, buoy No. A4.—O.S.K.

Shunko Maru, Japanese str., 5,027 tons, Capt. H. Egusa, from Sakito, Kowloon Wharf.—O.S.K.

Wednesday, Feb. 4.
Changkiang, French str., 1,717 tons, Capt. L. J. Cruchot, from Pakhol, buoy No. B17.—Sing Kee & Co.

Chicago Maru, Japanese str., 3,640 tons, Capt. H. Oishi, from Moji, buoy No. A12.—O.S.K.

Chipshing, British str., 1,199 tons, Capt. S. O. Mifford, from Wel-hal-wel, buoy No. B2.—J. M. & Co.

Dorry, German str., 878 tons, Capt. J. Bruhn, from Hoihow, buoy No. C5.—Chau Yue Teng.

Greystoke Castle, British str., 3,622 tons, Capt. C. C. Edward, from Shanghai, Lanchikok Anchorage.—Dodwell & Co.

Haiching, British str., 1,884 tons, Capt. E. Walker, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Hozan Maru, Japanese str., 2,347 tons, Capt. H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Hydrangea, British str., 561 tons, Capt. P. W. Gleson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Luchow, British str., 1,221 tons, Capt. W. J. King, from Amoy, buoy No. B9.—B. & S.

Nam Sang, British str., 2,918 tons, Capt. F. Mooney, from Moji, Kowloon Wharf.—J. M. & Co.

New Mathilde, British str., 842 tons, Capt. D. Thomas, from Pakhol, buoy No. C2.—Yick Tai S.S. Co.

Rouw, Dutch str., 4,710 tons, Capt. Riedel, from Manila, buoy No. A5.—J.C.J.L.

Sipora, Dutch str., 941 tons, Capt. S. Bakker, from Samarinda, Yaumati Anchorage.—J.C.J.L.

Tanda, British str., 4,286 tons, Captain S. Pilcher, from Melbourne, Kowloon Wharf.—M. M. & Co.

Tilsandari, Dutch str., 5,019 tons, Capt. J. J. Dull, from Mun-tok, buoy No. A2.—J.C.J.L.

Tonjer, Norwegian str., 1,949 tons, Capt. H. Rasmussen, from Canton, buoy No. B25.—Dodwell & Co.

GROWTH OF FISH TRADE.

Industry's Benefit from Advertising.

During 1929 over a million more pounds worth of fish were sold in Great Britain than in the previous year. As a result of this remarkable development it has been possible to build 72 new trawlers, with British capital and British labour, for the extension of the deep-sea fishing industry.

Apart from the immediate benefits to be derived from this increase of trade, other branches of British industry are being indirectly helped. It is estimated that 4½ tons of British coal are utilised for every ton of fish caught, and, as the trade has increased, so has the demand for British-made ice for storage purposes.

These figures were supplied by an official of the British Trawlers' Federation. They are to be explained principally by the "Eat More Fish" campaign, which was launched in March, 1929, with the assistance of the Government. The advertising campaign, which was conducted principally in the Press, cost £40,000, and its effects were immediately felt. The amount of fish sold during 1929 showed an increase of 37,000 tons over 1928. This year 60,000 more tons have already been sold, and there is evidence that the demand is increasing every month.

"Until the 'Eat More Fish' campaign was launched," it was stated, "the ordinary housewife was content to buy two or three of the most common kinds of fish. Actually there are no fewer than 25 varieties of deep-sea fish, which are regularly caught round the British Isles. We have succeeded in introducing these less known fish to the public, and they appear to have come to stay."

MALAYA COLLISION.

NO FURTHER DETAILS LOCALLY.

The Danish motorship Malayal, which was in collision with the liner George Washington in the Elbe estuary, is owned by the East Asiatic Company, Copenhagen, and is a vessel of 8,654 tons gross. She was built in 1921.

The Malayal left Singapore for home ports on November 11.

Enquiries at the local office of the East Asiatic Company show that no further details of the accident have been received here.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:

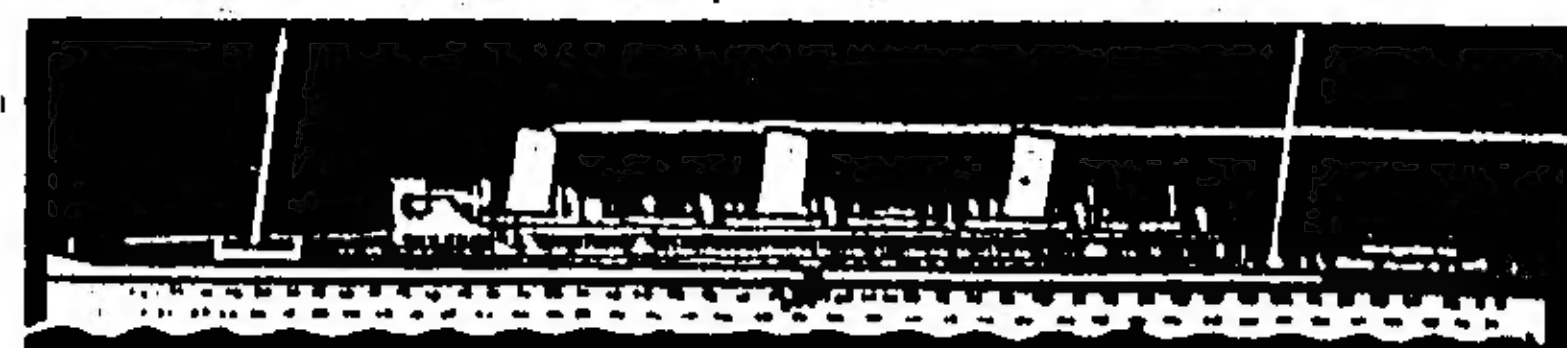
Berwick—No. 6 buoy.
Cumberland—West wall.
Herald—South wall.
Hermes—No. 1 buoy.
Iroquois—North wall.
Marazion—No. 13 buoy.
Medway—No. 2 buoy.
Moth—North wall.
Odin—No. 2 buoy.
Osiris—In dock.
Oswald—In dock.
Otus—No. 2 buoy.
Petersfield—North wall.
Sandwich—No. 7 buoy.
Serapis—East wall.
Sterlin—North wall.
Foreign Men-of-War.
Adamastor—Portuguese cruiser.
Vigilante—French gunboat.

STEAMERS' MOVEMENTS.

The P. & O. s.s. Kidderpore left Shanghai for this port on February 1 at 8 a.m., and is due here on February 5 at about noon. The C.P.S. R.M.S. Empress of Australia (R/W Cruise) arrived at Singapore on February 4 (Wed.) at 8 a.m., left Singapore on February 5 (Thurs.) at 6 a.m., and is due at Bangkok on February 7 (Sat.) at 4 a.m. She leaves Bangkok on February 7 (Sat.) at 9 p.m.

YESTERDAY'S SOLUTION

SPICED PRONGS
P. TEAR PRONGS
AT ERASERS G
RID NIECE G
EMIR NEE TRIP
DELOS D. PRATE
UTILITIES
BATON N. HASTE
EVER SEN TEAL
SOS POSED SPA
IN MANSARD ET
D. RUMG PIOT E
ERASERS SPREAD



A REAL HOLIDAY

69 DAY CRUISE

HONG KONG TO GREAT BRITAIN

by

S.S. EMPRESS OF AUSTRALIA

21,850 Tons Gross

Sailing

TUESDAY, FEBRUARY 17TH

SPECIAL THROUGH FARE £231

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FEBRUARY.

TUES. 10th SAT. 21st
MON. 16th THURS. 26th

S.S. "TAI MING"

[649 tons—Capt. W. H. Lawton.]

FEBRUARY.

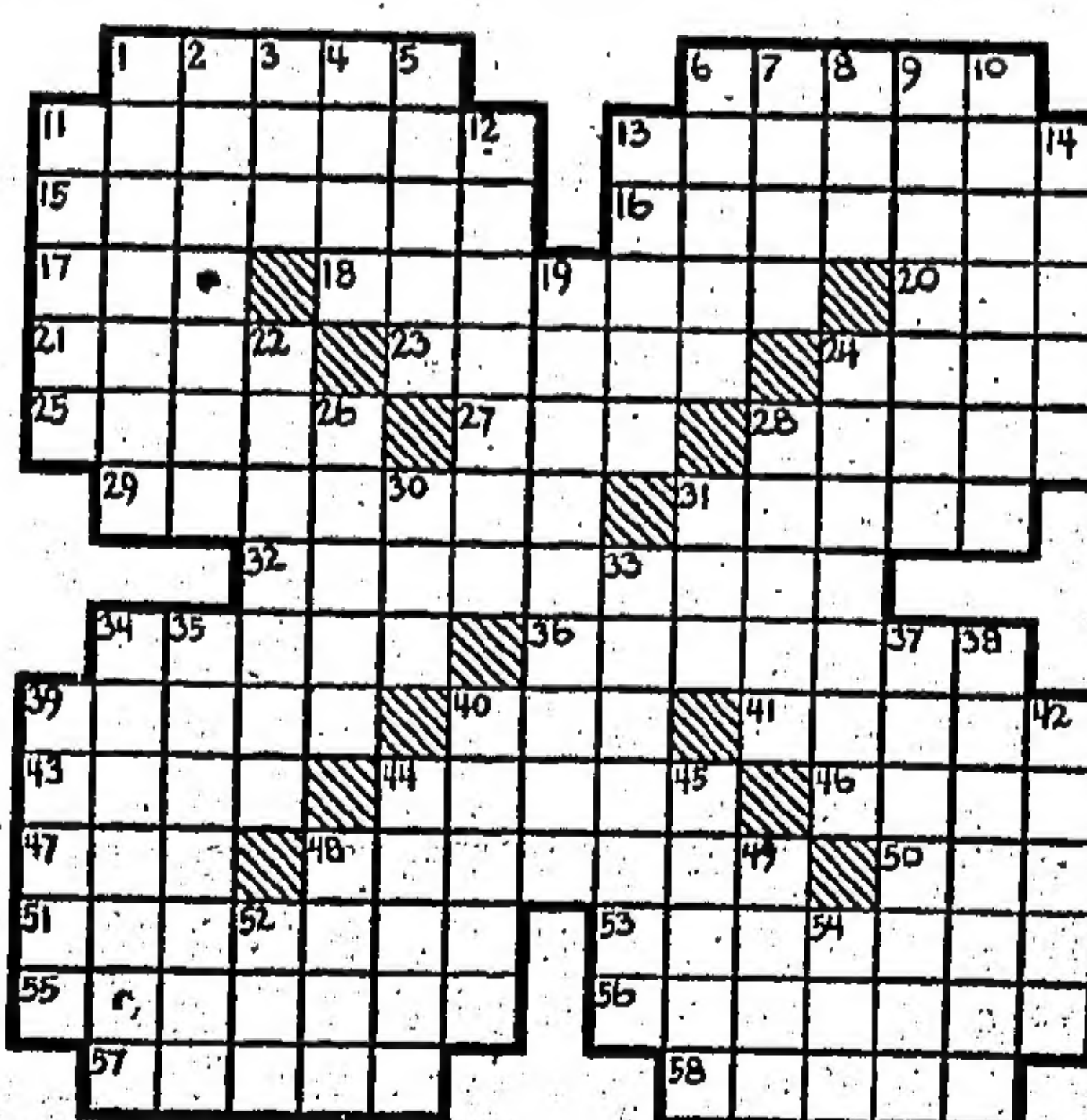
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1-With the mouth wide open
6-Portions
11-Perforating
13-Equipped with drain pipes
15-Feminine name
16-Crimson pigment
17-Regular (abbr.)
18-Containing to sensation
20-Kitchen vessel
21-Soothing applica-
22-Answer
23-Answer
24-Famous illustrator
25-More craftily
27-Fish of carp family
28-Containing to a tissue
29-Opposer of the Crusaders
31-A shield
32-Ghost
34-Long heavy car
35-Sickness
36-Whizzing noise
37-Meadow
41-Fashioned with needle and thread

HORIZONTAL (Cont.)
43-Small streams
44-Infants fully
46-French and Prussian river
47-Office holders
48-Causing to sit down
50-144 (abbr.)
51-Bent over
53-The period of minority (pl.)
55-Qualifies
56-Carpenter's chisel (pl.)
57-Acts
58-Widemouthed plichers

VERTICAL
9-North African region
10-Spanish women
11-Clothes
12-Having a general application
13-Find fault with
14-Hinder
15-Most spirited
22-Crabbles
24-Oracles
25-More unusual (pl.)
26-Years of youth
27-Immense one's self
31-An ocean (abbr.)
38-Rooming with split
39-Turned aside
39-Attractive
37-Diveter
38-Carpenter's
39-Human joint
40-Burdens
42-Sediment
45-Equals
45-Noley breathing
48-Hastened
49-Fret away
52-Open (poet.)
54-Hill

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

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S.S.	Tons.	From Hong Kong About	Destination.
*KIDDERFORE	5,334	6th Feb.	Straits, Colombo & Bombay.
*PERIM	7,648	7th Feb.	Marseilles, London, Hull, Hamburg.
*KASHGAR	9,005	14th Feb.	Marseilles, London, Hull, Hamburg.
MALWA	10,080	28th Feb.	Marseilles, London, Hull, Hamburg.
*ALIPORA	5,273	3rd Mar.	Straits, Colombo & Bombay.
*KHIVA	9,135	7th Mar.	Marseilles, London, Hull, Hamburg.
*KHYBER	9,114	14th Mar.	Mars., L'don, Hull, R'dam & A'werp.
*SOMALI	—	21st Mar.	Marseilles, London, Hull, Hamburg.
RAWALPINDI	16,619	28th Mar.	Marseilles, London, Hull, Hamburg.
*KARMALA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp.
*RAJPUTANA	16,568	25th Apr.	Marseilles, London, Hull, Hamburg.
*SUDAN	—	2nd May	Marseilles, London, Hull, Hamburg.
*KALYAN	9,144	9th May	Mars., L'don, Hull, R'dam & A'werp.
*COMORIN	15,132	23rd May	Bombay, Marseilles & London.
*KASHMIR	8,985	6th June	Mars., L'don, Hull, R'dam & A'werp.
*RANPURA	16,601	20th June	Bombay, Marseilles & London.
*KASHGAR	9,005	4th July	Marseilles, L'don, R'dam & A'werp.
RAWALPINDI	16,619	18th July	Marseilles, L'don, R'dam & A'werp.
*KHYBER	9,114	1st Aug.	Mars., L'don, Hull, R'dam & A'werp.
*RAJPUTANA	16,568	15th Aug.	Bombay, Marseilles & London.
*KARMALA	9,128	29th Aug.	Marseilles & London.
*CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	26th Sept.	Marseilles & London.

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TALMA	10,000	7th Feb.	Singapore, Penang & Calcutta.
TAKADA	9,949	27th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,000	10th Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,754	2nd Apr.	Singapore, Penang & Calcutta.
TALMA	10,000	12th Apr.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

		1931	
TANDA	9,956	23th Feb.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	1st Apr.	
NELLORE	8,853	1st May	

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The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and

London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	9,949	1931.	Amoy, Moji, Kobe & Osaka.
KEYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
*SOMALI	—	20th Feb.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	25th Feb.	Amoy, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	28th Feb.	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	6th Mar.	Amoy, Moji, Kobe & Yokohama.
SANTHIA	7,754	11th Mar.	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*SUDAN	—	10th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	24th Mar.	Amoy, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	27th Mar.	Shanghai, Moji, Kobe & Yokohama.
NELLORE	8,953	6th Apr.	Amoy, Moji, Kobe & Yokohama.
TAKADA	9,949	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	24th Apr.	Amoy, Moji, Kobe & Yokohama.
TILAWA	10,000	24th Apr.	Shanghai, Moji, Kobe & Yokohama.
COMORIN	15,132	24th Apr.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	8th May	Shanghai, Moji, Kobe & Yokohama.
*TALMA	9,958	13th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	16,601	22nd May	Amoy, Moji, Kobe & Yokohama.
KASHGAR	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	19th June	Shanghai, Moji, Kobe & Yokohama.
KEYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	8,953	17th July	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	17th July	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

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All dates are approximate and subject to alteration without notice.

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Agents.

GHASTLY SCENES.

(Continued from Page 1.)

ruins. It is also reported that over 30 are dead in the township of Taradale. There are grave fears of a big increase in the first estimates at Napier.

Along the seashore in front of the marine parade at Napier, which is now strewn with wreckage from a line of jagged ruins in the background, sit the stricken families, wrapped in rugs, fearful of what to-night may bring. Their homes are smashed, and their town a mass of smouldering debris, among which are a new municipal theatre, one of the finest in the country, a fine masonic hotel, two big newspaper offices fitted with the latest equipment, a Presbyterian church and the beautiful Cathedral, damaged beyond repair.

"Hardly a chimney is standing between Napier and Waipukurau" (a distance of over forty miles) in the words of a journalist who managed to get through to Napier. This indicates the extent of the havoc, the repair of which will be a mammoth undertaking.

Heartrending Tragedies.

Some of the individual tragedies are heartrending. For example, nine girls were buried alive in the collapse of a drapery store at Hastings. The roof fell on scholars and teachers in a technical school in Napier, and many were killed. The night staff were sleeping when the nurses' home fell, like a house of cards, at Napier, many being buried. Others dashed heroically into the tumbling building to bring the patients from the wards, and many were caught by the crashing walls.

The grandstands of the local racecourse have been hastily transformed into temporary hospitals.

One of the victims is a telegraphist named Fred McArthur, aged fifty-four, who survived the Boer War and the Great War. Owing to the chaos prevailing at Napier the people arriving in Wellington from the stricken seaport say it is impossible to estimate the dead, but all agree that "hundreds were killed." Some fear that the total will reach four figures.

Evacuation Ordered.

Wellington, later. A general order was issued to-night ordering the evacuation of Napier within two days.

The sewerage system has failed, and the authorities fear a serious outbreak of disease if the inhabitants remain.

Tremors are still being experienced. Whole families are camping in gardens or by the wayside throughout the affected area.

Fires Raging.

Commodore Geoffrey Blake, who has gone ashore at Napier, has wiredless to the naval base requesting the despatch of all available demolition stores to blow up buildings and check the path of the flames, which are still raging in the town.

Five Moth aeroplanes are taking a chlorinating plant and experts to the town.

CONSIGNEES.

NOTICE TO CONSIGNEES.

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to Napier to perform necessary disinfection.—Reuter.

Relief Work.

Rugby, Yesterday.

Reports from New Zealand state that in Napier such few buildings as survived the shock were so damaged that it has been necessary to dynamite them to prevent their collapse, and fires which broke out are stated to have involved the large oil tanks near the harbour.

Although many roads in the neighbourhood are cracked and bridges are down, all the seriously injured in both Napier and Hastings have been evacuated through the night, and the routes are alive with transport.

Several thousands of refugees have left the district, where minor shocks have continued to occur intermittently, and food and shelter is being supplied to those by the public authorities. Police, Red Cross personnel and volunteers are still engaged in searching the debris for bodies.

The two British cruisers Duncedin and Diomedé are expected to arrive at Napier in a few hours, and the Australian Government has also offered a warship. New Zealand Cabinet Ministers are directing relief work on the spot, and the Premier's appeal for financial aid is meeting with an immediate response.

Eyewitnesses state that the area to the north of Hawks Bay around Gisborne bears a ravished appearance. There are holes in the ground wide enough to bury sheep. The small township of Wairoa is partly in ruins, and has wide cracks in the streets.—British Wireless Service.

"NOT A HIGH FINANCIER."

Ex-Lord Mayor Cross-Examined in Bank Notes Case.

London, Dec. 12.

"I am an ordinary printer, not a high financier," exclaimed Sir William Waterlow, ex-Lord Mayor of London, during his cross-examination in the bank notes case. Sir William agreed that his business was unique and was not on the level of an ordinary commercial printer, but he said, "We do not go into financial transactions behind the order for printing notes." Throughout the transaction he did what he thought right after taking legal advice.

The case is one in which Waterlow and Sons Ltd. are being sued by the Bank of Portugal for £1,115,512 in respect of an issue of notes secured from the firm by an international swindler in 1924.

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Hong Kong, Thursday, Feb. 5, 1931.

WE ARE NOT ALONE.

It is a comforting thought that Great Britain and the various countries within the British Empire are not alone in their difficulties. The world as a whole is still out of joint as a result of the convulsion of the world war. While for a time it seemed possible that the United States was breaking new ground in her calculated disregard of the spirit of internationalism, the events of the last year have brought home to her the fact that the road of economic nationalism is not an easy one to travel. Along the road of industrial progress it does not appear to be true that "he travels the faster who travels alone."

Co-operation between nations in industrial and financial matters is at last beginning to be effective. Against the failure to implement the pious resolutions of the Geneva Economic Conference of 1927 must be set the various international arrangements which, in growing numbers, are year by year bringing the national units of the industrial countries of the world into closer union. On the financial side the formation of the Bank for International Settlements is the fruit of much painstaking, and at times almost disheartening, effort in the cause of economic peace. All these are clear signs that the industrialists and bankers of the world, at any rate, are once again recognising the old truth—that the forces of world progress must in the long run inevitably triumph over the artificial limitations of political

frontiers. And it can surely be only a matter of time before this recognition spreads to the politicians. We may yet see the economic experience of the years following the Napoleonic era repeated, but in a world with its knowledge increased and its vision enlarged by the experience of a century of stupendous invention and discovery in the fields of nature and science.

The war struck a vital blow at the old system of trade transactions in a world that was not then an economic unit and, almost by obliterating some of its essential links, forced the development of small, self-contained units. As a result, world trade, which before the war was principally "complementary" and only incidentally "competitive" in character, has been recently increasingly confined to competitive channels.

Many leaders of industry, however, who have pondered on the fact that the period of the greatest industrial advance in Great Britain (1896-1914) was also the period which saw the most rapid development of the trade of those countries which were regarded as our most dangerous rivals, have ever since the war, always refused to agree to the abandonment of the old system of trade "internationalism." While some have employed the intervening years in devising means of reviving and reconstituting the old system and its channels, others have been engaged in seeking to replace it by a new.

The leaders of the new movement, disdaining a task which time and the accumulated lumber and dislocation of the war period have made more and more difficult, have turned their energies in new directions and are busily engaged in constructing by-pass roads around the old centres. This movement, which has already secured important adherents among the more imaginative leaders in the fields of industrial manufacture and raw material production, is world-embracing in its scope.

If the upholders of the old system—whether they be industrialists, bankers, or Chancellors of Exchequer—obstinately refuse to recognise this great and complete change in the international outlook, they must be prepared to awaken one day to find that they, too, have been passed over in the stream of world progress.

News in Brief.

For having possession of 25 lb. of tobacco at 33, Reclamation Street, Chan On was at the Kowloon Magistrate's court today, fined \$250 or two months imprisonment.

Mr. Butters ordered twelve strokes and three months' imprisonment on Ng Nang, at the Kowloon Magistrate's court today, for switching a roll of cloth from a Chinese child in Shanghai Street.

"I picked the opium up on the wharf" was Pau Sing's excuse when charged before Mr. Lindsell this morning with the unlawful possession of 25 taels of illicit opium. A fine of \$3,000 or five months' hard labour, was imposed.

Upon enquiry at the local offices of the N.Y.K., a China Mail representative was informed to-day that the s.s. Kinzan Maru is very little damaged through her grounding near Amoy, and is expected in port in the course of the next day or two.

The forthcoming marriages are announced of Mok Ying-kay, 11, Man Chung Fong, Happy Valley, to May O'Hoy, of 133, Hennessy Road; and of Charles Ying, assistant in the firm of Messrs. Haastings, Denny and Bowley, to Rita Wong, residing at 8, Fung Fai Terrace, Happy Valley.

For stealing a purse containing \$1.32 from Heung Poon, a coffin maker, on the staircase of No. 346, Shanghai Street, a Chinese, Yeung Sui-sang, was at the Kowloon Magistrate's court this morning, sent to prison for six months. The defendant had just finished a 10 years' term of banishment, and had three previous convictions for larceny.

Two Chinese, Li So, a woman, and Leung Kiu, a painter, were removed to the Kowloon Hospital yesterday, both suffering from severe burns, which they received when a tin of methylated spirits exploded on the ground floor of 104 Yen Chow Street, Shamshuipo. The man is lying in a serious condition, but the woman was not detained in the hospital.

GLEE SINGERS.

RECORD ACHIEVED IN
COLONY.

FAREWELL PERFORMANCE.

There was a large audience in the Theatre Royal last night for the farewell performance of the Westminster Glee Singers, who may be said to have achieved a record success since they have played to good houses for a whole week (no mean feat in Hong Kong), and finished with a large and enthusiastic audience at their second extra performance.

Most of those present had heard the singers at least once before, and there was a general desire to hear "old favourites" once again and all the popular numbers were received with much applause.

The singers elected to give rather many new numbers, and some of the greatest favourites were omitted (such as Fire Down Below, "The Great Meat Pie" and "Drink to Me Only"), but some of the new gems were excellent. "Would You Know My Celia's Charming" was quite the most amusing—but "Three Men Went a Hunting" came in second. "The Bells of Aberderry" is almost (but not quite) as charming as "The Bells of St. Michaels."

Owing to the indisposition of Mr. Thomas his place was taken by Mr. Robert Scott, who sang "Where'er You Walk" very well indeed, and Mr. McKinlay gave a most attractive plantation song called "My Little Banjo." We feel sure that Mr. James Barber touched his very lowest note in "Rock'd in the Cradle of the Deep."

The boy-soloist last night was Desmond White, whose delightful treble was heard to great advantage in "Cherry Ripe" and "A Little Old Garden." Such beautifully modulated pianissimo singing, and such clear and sweet head-notes can only result from careful and excellent training.

Mr. Albert Greene was the life and soul of the evening and won tremendous applause for his songs and sailor shanties. Even after double encores had been granted the audience still clamoured for more. "Blow ye winds of morning" was a huge success and so was "Hullabaloo-balay," but the singer excelled even himself in that most amusing ditty "St. Patrick was a Gentleman." The evening ended by a tremendous encore for "Wild-combe Fair" which was given by special request.

The Glee Singers sail for Shanghai to-day. They have given their Hong Kong audiences a great deal of pleasure, and we wish them success and good luck wherever they go.

—ACW—

The pen of Rhode Island reds owned by Mrs. G. F. Reed of Middleton has captured first place honours in the sixth Nova Scotia southern egg laying contest at the Dominion Experimental Station at Kentville, at which there were entries from the Maritimes, Quebec and Ontario.

CORRESPONDENCE.

POPSY AGAIN TROUBLED.

[To the Editor of "China Mail."]

My dear,—Arent men just too horrid—I don't mean Editors but ordinary men like Tubby.

I was so worried last night that I asked him again about that Military Distribution business and he said "no something fear of their going unless they raise the Liquid Dues" and he won't tell me what he meant.

Maud says things are in the Smelting Pot. Angus, who got a blue at Aberdeen for Domestic Economy and that takes some doing, tells her that positively all the best economists totally agree that no one should pay in rates more than one sixth of his Club Bills and that the limit has been reached and the time for Protest has come.

I think so too for Tubby says damn it that last dress of yours cost a year's rates and its the Something Limit and did I think he's made of Gold.

Tubby says its all a matter of currents he won't say why, but isn't it too plebeian to think of poor Sir William having to worry about Groceries? I say why can't they leave housekeeping and borrow the money from Brokers—so simple, my dear. Tubby says that anyhow we shall have the Brokers in our house if we don't Pull our Horns in and that would be nice because some of them are too ravaging and anyhow the only horns we've got are on our ears so what can we do?

I'm not sure that Tubby quite likes our writing to each other but you know its only Plutonic, don't you, my dear?

Your troubled,
Popsy.

Hong Kong, February 4.

'BLOOD-MONEY.'

Dear Popsy,—How can you say such horrid things, however ludicrous. Why blame them—the little innocents? They know not what they do. Hark ye to that oft repeated saying, "live and let live." Would this not explain it all? You funny little dear. So simple you know. If there were no civil servants, who would spend all the money? Got to be used you know. None other are better suited for the job. You see, if the jolly little taxpayer was allowed to save it all up, it would just sort of come from the mint then into the bank and—then—finish. Just like that. Well that would never do. Would it now? Money is like blood, old girl; if it stops circulating its not good for the body. Made round to go round—not flat to pile up, as some people would say. Besides, civil servants don't require to save it at any rate. They get pensions you know—so they just keep it on the go. Circulating. Easy come, easy go style. Awfully considerate of them, I think, in these hard times. But nevertheless they do support trade. Take the motor car industry for instance. As for deporting them. Lord forbid my dear, how can you suggest it—positively outrageous of you. Especially with the census so near at hand. It would upset "he figures; wouldn't it? Moreover, the home markets are suffering so much from foreign dumping, it would not be quite fair. The Old Country would be unable to absorb them. One wag has suggested trying a piece of blotting paper. Rude of him wasn't it.

Well my dear, I'm awfully sorry not being a little more helpful to you in your present dilemma but hope that Tubby in the meantime has been able to solve the law of Military Retribution or whatever it is called. Love to Maud.

Your,
DUDLEY.

Hong Kong, February 5.

U.S. TRADE COMMISSIONER.

[To the Editor of "China Mail."]

Sir,—I would greatly appreciate your giving notice to the public through the China Mail to the fact that I am proceeding to the United States on furlough, leaving Hong Kong February 10.

During the period of my leave of absence, the Hong Kong Office of the United States Department of Commerce, will be in charge of Assistant Trade Commissioner David M. Maynard, acting in absence of the Trade Commissioner.

During my stay in the United States I will, of course, be only too glad to place myself at the disposal of local firms in connection with such matters as they may wish to have taken up on their behalf with their American contacts. Communications in this connection should be addressed to the office of the American Trade Commissioner, Second Floor, Exchange Building.

Yours, etc.

GRAVILL WOODWARD.

Trade Commissioner.

Hong Kong, February 4.

STORMY MEETING.

RECOLLECTIONS OF SZE YAP
DISPUTE.

SHAREHOLDERS AT VARIANCE.

At the resumed hearing this morning of the case in which the Sze Yap Steamship Company are at variance with certain shareholders, Mr. Kent was recalled to give His Lordship (Mr. Justice Wood), his version of what happened at the meeting on July 8, when Mr. Li Yu-tong was alleged to have left the meeting, together with thirty or forty people described as his "followers," after a dispute as to procedure.

Mr. Kent, replying to Mr. Potter, K.C., for plaintiffs, said that there was no show of hands on the question of chartering or dividends. Neither was there a vote taken. Some of the shareholders sat on one side of the room, and the opposing "party" on the other. They were quite distinctly divided.

"Sense of the Meeting." Mr. Li Yu-tong did, in fact, raise the question of chartering and dividends, stating that the shareholders were agreed that the matter should be discussed. However, many shareholders present did not agree with this declaration. They said they had not come there for that purpose.

His Lordship: I take it that the Chairman took the sense of the meeting on the question, and did not, in fact, call for a vote?

Mr. Potter: That was it exactly my Lord.

Witness added that 40 or 50 people left the room with Mr. Li Yu-tong. After that a new Chairman was elected, and the eight resolutions put forward by certain shareholders were discussed, and passed. Nobody left the room during that period, but after electing new directors, and a Protective Committee about thirty or forty people left individually.

Witness added, in reply to Mr. Jenkin, that Mr. Li Yu-tong stood up at the meeting and made proposals as to chartering the Company's ships. He also stated that some of the shareholders wanted to talk about the question, but that the Chairman, after some discussion, did not call for a vote.

Erroneous Impression? Mr. Jenkin suggested that witness's recollection of what happened was entirely erroneous. He asked witness if he understood the significance of the term "put to the meeting." Witness said that he did, whereupon His Lordship intimated that in his opinion the correct phrase was "voted upon." That was quite a clear expression. Both counsel concurred in this view.

Continuing witness said that the new Directors were elected individually. They were voted upon singly. As regards the Protective Committee, papers were handed round to the shareholders present, and they were asked to nominate eight members.

An Emphatic Denial. Examining the next witness, Chan Chu-fong, a member of the Protective Committee, as to the dispute at the meeting, Mr. Potter asked what the attitude of the meeting was toward the Chairman?

Witness replied that when Mr. Li Yu-tong refused to carry on, some of those present tried to detain him, but he insisted upon leaving.

Ma Kung-ching, whose name had been mentioned in the course of the hearing, was in Hong Kong, but not in Court, witness added.

Replying to Mr. Jenkin, witness said that the resolution as to chartering and dividends was not put to the meeting as a vote. He had heard the names of Wong Chuen-kau and Tang Yu-tong, stated Mr. Jenkin to be proposer and seconder of a resolution to that effect, but did not know them personally.

Witness denied emphatically that resolutions were put to the meeting by the Chairman. "Nothing whatever of the kind happened," he asserted.

The case is proceeding.

Her father was looking very stern. "You're far too extravagant, Doris," he said. "What do you want five pounds for now. A new evening frock? But, good gracious, girl, I bought you a new evening frock only last week. What's happened to that?"

Her eyes filled with tears. "It's gone, father," she said. "I put it away in the cupboard and a horrible moth ate it."

Ten Years Ago.

[From the "China Mail" of February 5, 1921.]
To-day's dollar is worth 2/5

Twenty-two Europeans from Kowloon have been in Hospital during the month of January. We hope that the authorities will hasten the building of the hospital on this side of the water. It is an urgent need, remarks the St. Andrew's Church Monthly Messenger.

ST. STEPHEN'S GIRLS' SCHOOL.

Distribution of Cups and Certificates.

LADY PEEL PRESENT.

Lady Peel yesterday afternoon presided at the annual distribution of cups and certificates to the successful students of the St. Stephen's Girls' School.

The function opened with the singing of the School Hymn, "We Build Our School on Thee, O Lord," and this was followed by a delightful programme of entertainment presented by the senior students of the school.

After the concert, the Anglican Bishop of Victoria, congratulated the performers. He made particular mention of a scene from Alexander Dumas's "Twenty Years After," and remarked that "King Charles" (Miss Li Sau-man) had matriculated and was now a member of the Hong Kong University.

Miss E. S. Atkins, Principal of the School, in presenting the annual report, welcomed Lady Peel on her first visit, and welcomed the Bishop back from Lambeth. With regard to the school work during 1930, she remarked that she was on furlough and therefore all credit for the success of the year's work was due to the staff in general and Miss Wise in particular.

The Report.

The report stated in part:—

The opening of the new wing has given scope for much that we had only dreamed of before. The science laboratory, now it is fitted up, looks very businesslike, and we are fortunate to have secured the services of Miss E. B. Wood, B. Sc., who travelled out with me last Autumn, to teach botany, physics and chemistry.

The school has been visited by the Government Inspector, who has given us a good report, though the staff agree with him in wishing



"You have grown! Your mother must be pleased."
"Yes, she doesn't have to stoop to box my ears now."

Musique, Charleroi.

ing that the students in class would "speak more loudly." The half-yearly medical inspections have produced satisfactory reports. The health of the school throughout the year has been very good.

The results of the examinations in the Trinity College of Music, London, are as follows:

Pianoforte.—Preparatory Division 4 passed 2 with Honours, 1st Steps Division; 5 passed, Junior Division; 1 passed. Intermediate Division: 1 passed.

Violin. First Steps, 1 passed. Theory of Music, 2 passed.

In the Hong Kong University Examinations, one girl Matriculated and is now taking an Arts Course at the University, 6 passed senior, one with distinction in scripture, and 12 passed junior, two with distinctions in music.

Old Girls' Successes.

I am glad to be able to record too, successes of old girls. One, Leung Chum-ha, having taken her Bachelor's Degree in medicine, another, Tsang Tin-chien, having taken her Bachelor's Degree in engineering, whilst a third, Choy Wai-han, for the second year in succession at the University, has won a scholarship. We congratulate them all and are very proud of their achievements. (Applause).

Lady Peel distributed the prizes, after which she was presented with a bouquet of flowers by a young pupil.

Prize List.

The prize list was as follows:—Matriculation Passed and Scholarship Cup:—Li Sau-man. Scholarship Cup:—Ruth Ling (distinction in Biblical knowledge). Scholarship Cup:—May Ung (distinction in music). Senior Local (Passed):—Esther Lynn, Chai In-fong, Li Wan-san, Wen Pui-ying, Yeung Yok-ki. Junior Local (Passed):—Chan Lun-ying, Chan Shuk-kwan, Chan Ying-to, Loh Kum-mun, Leo Yuen-wa, Li Shun-kwan, Helen Ling (distinction in music), Anna Thomas, Eva Thomas, Tsang Wai-ngan, Wong Man-hing.

Trinity College of Music. Preparatory Division (Passed with Honours):—Lim Wai-kwan and Lai Chung-yue.

Passed:—Lai Chung-yue, Lai Chung-oi and Daisy Woo.

First Steps Division (Passed):—Alice Leung, Chong Wai-ki, Li Wai-ki, Chong Wai-man and Kwok Tin-yau.

Violin:—Beha Koh. Junior Division (Passed):—Li Che-yin.

Intermediate (Passed):—Doris Lee, Chai Theobald, Miss (Passed):—Doris Li and Alice Leung.

FIRE PERILS.

"DOUBLED DANGER TO PUBLIC" IN THEATRE.

BUILDING AUTHORITY ACTION.

Action against the Hong Kong Amusements secretary (Mr. C. S. Rossetti) and the owner (Mr. Ma Tsai-chiu) for having caused alterations to be made to the Queen's Theatre without permission was taken by the Building Authority before Mr. R. E. Lindsell in the Central Police Court yesterday when two summonses in respect of the unauthorised alterations were heard.

Mr. L. E. Longbottom, Chief Draughtsman of the Public Works Department, appeared as complainant, while the Hon. Mr. E. D. C. Wolfe (Inspector General of Police) and Mr. H. T. Brooks (Superintendent of the Fire Brigade) were also in Court.

Mr. H. J. Armstrong appeared for Mr. Rossetti and Mr. Ma and entered a plea of guilty to a technical offence as far as the Company was concerned, that was on the summons against Mr. Rossetti; but he understood from Mr. Longbottom that the prosecution was not pressing the case against the owner.

His Worship dismissed the summonses against the owner.

Grave Danger.

In explaining the details of the alterations, Mr. Longbottom said that the Company had erected their operating room and a re-winding room in such positions that they constituted a grave danger to the safety of the public.

The situation of the rooms made it dangerous in the event of fire in either of the rooms. Egress might be entirely stopped from the upper circle and there might also be a panic on the ground floor.

In reply to his Worship, Mr. Longbottom explained that the original operating room was taken exception to in 1929 and when inspection was made with a view to the renewal of the Entertainment Licence on October 30 last the building was considered quite satisfactory. A further inspection was made on January 31 when the alterations mentioned in the summons had taken place, and the operating machines moved back to the room to which exception had been taken in 1929. Another room had also been constructed for use as a re-winding room. This room was constructed on the level below the operating room and communication between the two was maintained by means of a small lift which worked in a hole cut in the floor.

Magisterial Comment.

His Worship remarked that it appeared to him to be more than a technical offence.

Mr. Armstrong replied that an inspection of the premises would reveal that the alterations were of a minor character.

The Hon. Mr. Wolfe agreed with Mr. Longbottom's views and described the alterations as the most dangerous arrangement. After explaining how, in the event of a fire, the safety of the audience would be endangered, Mr. Wolfe said that it was a most serious matter.

Mr. Armstrong remarked that the alterations were made to provide more accommodation for the "talkies," but this, the Hon. Mr. Wolfe denied and produced a letter received from the owner.

Mr. Armstrong said that as far as the Company were concerned the present operating room had never been condemned. The Company had never been told by the Fire Brigade authorities.

His Worship commented that the Company must have known the circumstances.

Police View.

The Hon. Mr. Wolfe described the re-winding room as having doubled the danger of the previous arrangement when the work of operating and re-winding were done in the same fire-proof room.

Mr. Longbottom asked his Worship for an order for the premises to be reinstated to the satisfaction of the Building Authority and that the theatre be closed to the public until such time as the order was complied with.

His Worship asked what authority he had for ordering the theatre to be closed and after consideration Mr. Longbottom replied that he was not quite certain of the point as he had not given it consideration.

The Hon. Mr. Wolfe remarked that Mr. Longbottom probably confused with section 48 of the Entertainment Ordinances. "Under that section," said Mr. Wolfe, "I am about to apply to the Governor in Council to cancel the licence."

Mr. Wolfe pointed out that Section 48 read: "The Captain Superintendent of Police shall, subject to the approval of the Governor in Council, have power at all times by notice in writing to cancel any licence without pay-

CENSORSHIP CASE.

ORDINANCE NOT ULTRA VIRES.

A LENGTHY DECISION.

Mr. R. E. Lindsell, at the Central Magistracy yesterday, delivered a lengthy judgment in the case in which four Chinese newspapers were summoned on charges of evasion of censorship.

Mr. Loseby, for the defence, had submitted at a previous hearing that the Emergency Regulations Ordinance was ultra vires to the constitution of the Colony; and, secondly, that the Ordinance was ultra vires in itself, irrespective of any regulations made under it by the Governor in Council.

His Worship first reviewed the Ordinance, dealing in particular with the phrase "repugnant to the law of England, which he considered must be interpreted in the light of words in the Colonial Laws Validity Act of 1905. He added that he could find no Act of Parliament forbidding censorship of the Press. Therefore, the defence under that head failed.

His Worship considered that the defence also failed on the second count.

Censorship Practice.

The case was then resumed against the four newspapers concerned. Mr. Lau Chi-ping, Chief Chinese Censor at the Colonial Secretariat, giving evidence as to the practice in connection with news for the Chinese Press.

When the man at the Secretariat who kept the Press Register was called, it was revealed that the name of Mr. Wai Kwok-lun summoned as Editor of the Wah Kiu was not there. The summons against Mr. Loseby's client was accordingly withdrawn.

The remaining summonses were adjourned until Wednesday, when the case against the other three newspapers will be called.

260 MILES AN HOUR.

NEW SPEED RECORD BY CAPT. CAMPBELL.

Rugby, Yesterday. Captain Campbell estimated his speed at one point in the trial run yesterday on Daytona Beach at 260 miles an hour.

Owing to adverse conditions he did not make an official attempt on the world's speed record, but during an exhibition run he covered a measured mile at 194 miles an hour, coasting in neutral after the gear slipping. Measure to prevent a recurrence of this gear slip may further delay his making the official attempt on the record. —British Wireless Service.

WAGE REDUCTION.

AFFIDAVIT FILED BY ATTORNEY-GENERAL.

Melbourne, Yesterday. The Attorney General, Mr. Brennan, has filed a further affidavit in the Arbitration Court in connection with the recent application for a postponement of the basic wage reduction. It is said that the Government is engaged on the details of a plan to reduce unemployment and maintain national solvency. —Reuter.

[A Canberra message of February 2 stated: The Cabinet has decided to ask the Arbitration Court to reconsider its decision to reduce the basic wage rates by ten per cent., as announced on January 22.]

GANDHI'S "CHECK."

WANTS A GENUINE PEACE GESTURE.

Allahabad, Yesterday. Gandhi has sent a letter to the Viceroy, according to the newspaper The Leader, urging an official inquiry into certain instances of alleged police excess, which he calls "test cases."

The Leader understands that if the Viceroy should agree to an inquiry, Gandhi will interpret this action as a genuine peace gesture and will take steps to persuade Congress to take advantage of Mr. Ramsay MacDonald's offer. —Reuter.

ment of any compensation, on its being brought to his notice that any of conditions of the licence have not been complied with, etc."

The Decision.

His Worship said he found that something more than a technical offence had been committed and imposed a fine of \$100. An order was made for the premises to be made to conform with the requirements of the Building Authority.

NEW ADVERTISEMENTS

THE HONG KONG NATURALIST.

A Quarterly Illustrated Journal principally for Hong Kong and South China.

Volume II, 1931.

edited by Dr. G. A. C. Herklotz, The University, Hong Kong and Major R. P. W. Hutson, D.S.O., O.B.E., M.C., R.E.

Subscription \$5.00 per annum, post free.

The first number of the second volume of the Hong Kong Naturalist will be published towards the end of February, 1931. It will contain upwards of 80 pages, including nearly 60 illustrations, two in colour.

Owing to the high cost of the coloured illustrations and to the increased size of the journal the edition is strictly limited. To avoid disappointment intending subscribers should send their subscriptions early to Dr. G. A. C. Herklotz, The University, Hong Kong.

Volume I is sold out. Owing to the great demand for back numbers the Editors are prepared to purchase, at cost price if in good condition, any of the first four numbers that are no longer required.

FLIGHT TO BASRA.

R.A.F. FLYING BOATS TO LEAVE NEXT WEEK.

ALTERNATIVE ROUTE.

Rugby, Yesterday. Three Royal Air Force "Rangoon" flying boats, the first examples of a military type of the Short Calcutta, will make a formation flight from Felixstowe to Basra, a distance of 3,500 miles, leaving England within a week.

The flight is in accordance with the normal methods by which sea-planes proceed to their foreign stations. On arrival they will relieve three Northampton flying boats, of No. 203 Squadron, which will be flown home in formation.

The "Rangoon"s are fitted with three Bristol Jupiter engines each, and that reliance is placed on them is demonstrated in the choice of route. They will fly overland 250 miles from Bordeaux to Marseilles, and again in two stages from Alexandretta to Basra alighting at Bagdad on the Tigris. The Mediterranean route via Malta and Crete is experimental, with a view to testing the possibilities of an alternative to the land sections of the Indian air mail between London and Athens.—British Wireless Service.

CANTON FLIGHT.

MR. BROPHY TAKES OFF TO-DAY.

Foochow, Yesterday. Mr. G. W. Brophy has tuned up his aeroplane and is ready to take off for Canton to-morrow, if the weather be favourable.—Reuter.

[The flight to Canton will be preliminary to a "hop" from Canton to Manila, with the object of testing the possibilities of a future Shanghai air service.]

Latest News.

Foochow, To-day. Mr. Brophy hopped off to Canton en route to Manila to-day at 9.15.—Reuter.

BANDIT HOLD-UP.

BERLIN BANK OFFICIALS FIRE AT ROBBERS.

The possibility of being attacked and robbed even in a well-frequented street of Berlin was shown in a striking way recently when two Post Office officials, bearing cash amounting to over £1,200 to a branch of the Reichsbank in the busy Lutherstrasse, were surprised by four masked men who jumped out upon them from behind the scaffolding of a half completed building, seized the Post Office funds and made off in a motor-car.

The two Post Office officials, who carried the money in wallets strapped to their bodies under their greatcoats, were evidently the victims of a pre-arranged hold up. They defended themselves with life preservers, but were unable to prevent their assailants from cutting the straps of their wallets and making off with them.

Not only had none of the passers-by the courage to intervene, but only one among them, a woman, preserved the presence of mind to do anything at all. She ran into the bank, which was only a few yards away, and raised the alarm.

The bank manager and two bank officials thereupon ran out, but were too late to do anything more than fire several revolver shots at the thieves' distant motor-car.

One of their shots apparently took effect, for a woman in a neighbouring street was startled to see a car pull up to the curb, and a wounded man reel out, while one of his companions covered her with a revolver. When the wounded man had taken a few breaths of fresh air he re-entered the motor, which drove off.

Charlotte county barred rock hens have again won highest honours in the provincial egg laying contest in Fredericton. The pen, belonging to A. T. Reed of Rollington took first place with a total of 2,506 eggs.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.

To-day—Dinner Dances at Hong Kong and Peninsula Hotels, 8 p.m.

Saturday—Bachelors' Dance, Craigengower Cricket Club.

Entertainments.

To-day—Queen's Theatre, "Men of the North."

To-day—Central Theatre, "With Byrd at the South Pole."

To-day—Majestic Theatre, "Glorifying the American Girl."

To-day—World Theatre, "Conquering Beauty," (Chinese picture).

To-day—Star Theatre, "The Last Warning."

To-day—Concert, Helena May Institute.

Home Mails.

To-morrow—Inward from Europe via Suez (Takada) via Siberia (Kashima-Maru).

Sports. See Diary on page 12.

Meetings. February 10—H. K. Land Investment & Agency Co., Ltd., ordinary meeting, Messrs Jardine Matheson's Office 12.30 p.m.

February 12—Annual meeting of "Star" Ferry Company Ltd., Jardine Matheson's Office, 12.30 p.m.

Lammer's Auctions. To-morrow—At Sales room, 4 Duddell Street, curios, 2.30 p.m.; jewellery, 3 p.m.

Miscellaneous. To-morrow—Queen's College and Government Vernacular Middle School Prize Distribution, 11 a.m.

Saturday—Diocesan Girls' School prize distribution, 2.30 p.m. St. Paul's College, 7.30 p.m.

February 12—French Convent School prize distribution.

February 19—Entries close for Horticultural Society's Annual Show of Flowers and Vegetables, noon.

February 25—Horticultural Society's Annual Show of Flowers and Vegetables, City Hall.

EX-PREMIER DEAD.

SERVED UNDER THE CHING DYNASTY.

SUN PAO-CHI.

Shanghai, Yesterday. The death is announced of Sun Pao-chi at the age of 64 years. His health had been falling for the past six months.

After being Chinese Minister to Germany and France under the Ching Dynasty, Sun Pao-chi became Premier and Foreign Minister under the Republican Government during the regime of Dr. Sun Yat-sen. He is survived by six sons and 16 daughters.—Reuter.

[Sun Pao-chi was born in 1867 in Hangchow, Chekiang. He was appointed Minister to France in 1902. In 1906 he was chosen as Governor of Peking and in 1907-8 Minister to Germany. After this latter term of office he was made Governor of Shantung, holding that position from 1909 to 1911. From 1913 to 1914 he was Minister of Foreign Affairs, in 1923 Director General of the Customs Revenue Administration, and in 1924 became Premier. In 1925 he was appointed Ambassador to Russia but did not take up that office. He was the President of the Hanyehping Company, and Director of the China Merchants Steam Navigation Company.]

As a result of representations made by the Nova Scotia Government, arrangements are reported to have been made by the Federal Department of Agriculture to establish research laboratories in the Annapolis Valley for the purpose of utilizing apple by-products and extending the market for surplus apples. Two laboratories are to be established, the larger one, for research work, will be located in the new plant now under construction at Middleton, and will cover all apple by-products except vinegar, while the vinegar research plant will be in Bridgetown.

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D.X. 17—Iolanthe.
9896—Paul Ruben's Memories.
9893—Merrie England.
9883—Lionel Monckton Memories.
9872—Maritana.
9831—The New Moon.
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NOVELTY JEWELLERY, ETC.

HONG KONG SHANGHAI MANILA.

HONG KONG FOOTBALL ASSOCIATION. INTERPORT PROGRAMME.

WEDNESDAY, February 18th, HONG KONG v. SHANGHAI.
SATURDAY, February 21st, SHANGHAI v. CHINESE.
MONDAY, February 23rd, SHANGHAI v. UNITED SERVICES.

All matches will be played on the Hong Kong Football Club ground starting at 3.30 p.m. sharp.
Booking for the Interport ONLY will be at Messrs. Moutries, Ltd., and will open for Clubs affiliated to the Association on February 5th. Booking for the General Public will open on February 10th.
Prices:—Covered Stand \$2.20. Uncovered Stand \$1.10 including tax.

W. E. HOLLANDS,
Hon. Secretary.

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Sport Columns

SCOTTISH CUP SURPRISES.

PARTICK AND HAMILTON GO
UNDER.

THIRD ROUND DRAW.

Two replays in the second round of the Scottish Cup were decided yesterday.

Playing at Firhill Park, Glasgow, Partick Thistle fell to the Aberdeenians by no fewer than three goals. The result is a great surprise as few thought the Thistle would fail after drawing at Aberdeen.

At Easter Road, Edinburgh, the Hibernians triumphed over Hamilton Academicals by a margin of three goals, seven in all being scored. The Irishmen are to be congratulated, looking to their inferior League form this season compared with that of the Hamilton team.

Four ties postponed on Saturday owing to snow were also played yesterday and produced no great surprises. Celtic just got through against Dundee United (Division II team) by the odd goal in five. Bo'ness did well, considering their lowly position in the Second Division table, to defeat Alloa by a couple of goals margin, whilst good performances were achieved by both St. Bernard's and St. Johnstone in drawing with King's Park and Cowdenbeath, respectively.

Results as cable by Reuters:—
Bo'ness 4 Alloa 2
Dundee U. 2 Celtic 1
King's Park 1 St. Bernard's 1
Cowdenbeath 1 St. Johnstone 1
Partick T. 0 Aberdeen 3
Hibernians 5 Hamilton 2

THIRD ROUND DRAW.

The draw for the third round has been generally kind to the pignies, six of the big guns having to meet, thus making certain that three of their number will not appear in the fourth round.

Dundee have choice of ground against Aberdeen. This should be a great tussle after Aberdeen's fine performance against Partick Thistle yesterday, and in view of Dundee's coup against the Rangers at Ibrox Park last Saturday. The winners look like going on into the final.

Hibernians will be at home against Motherwell, who were not greatly stretched in their tie against Albion Rovers on Saturday. A win for the Hibs would compensate Edinburgh for the Hearts' defeat by Kilmarnock last Saturday.

Celtic's Chance.
Greenock Morton, who put paid to Queen's Park's account at Hampden Park, will be at home to Celtic who cannot afford to treat them as cheaply as they apparently did Dundee United. Celtic ought to survive—but in a Cup tie anything may happen, of course!

The winners of the St. Johnstone-Cowdenbeath replay are drawn against the survivors of the St. Bernard's-King's Park replay. Form and class point to Cowdenbeath going into the next round.

Bo'ness, even at home, should not be able to stop the progress of Ayr United, even though the latter, linked Murrayfield in Edinburgh by a solitary goal.

Third Lanark, who are making a strong bid for re-entry into the First Division of the League, should have little trouble in disposing of either Arbroath or Edinburgh City.

The winners of the Clyde-St. Mirren replay ought to be good enough to defeat Falkirk.

Kilmarnock should have good shooting practice against Montrose or Civil Service.

The draw at a glance is as follows:—
Cowdenbeath or King's Park or St. Johnstone v. St. Bernard's
Bo'ness v. Ayr United
Third Lanark v. Arbroath or Edinburgh City
Clyde or St. Mirren v. Falkirk
Montrose or Civil Service v. Kilmarnock
Dundee v. Aberdeen
Hibernians v. Motherwell
Morton v. Celtic
Ties to be played on Saturday, February 14.

ENGLISH LEAGUE.

Five matches in the English League were played yesterday. If the First Division Sunderland were in great form on their own ground, tripping up Blackburn Rovers by a margin of six goals would be a big improvement on last season's meeting, when they won by a single goal.

At Chelsea, and out as a good point, forcing a division of the points.

In the Second Division, Reading City beat Cardiff City, and just

scrapped through by the odd goal in three.

Crewe Alexandra, in the Northern section of the Third Division, defeated Gateshead by four goals, whilst York gained a couple of points at the expense of Hartlepool United.

Results at a glance:—
Division I.
Sunderland 8 Blackburn 2
Bolton W. 1 Chelsea 1
Bradford C. 2 Cardiff 1
Division II.
Crewe 6 Gateshead 2
York 4 Hartlepool 2

REVISED LEAGUE TABLES.

English League—Division I.	P.	W.	D.	L.	F.	A.	Pts.
Wednesday	23	17	5	6	76	48	39
Arsenal	23	15	6	3	79	36	38
Aston Villa	23	14	8	6	84	57	36
Derby	22	13	7	7	65	49	33
Portsmouth	22	11	9	7	58	46	31
West Ham	22	12	6	9	63	60	30
Huddersfield	21	11	7	9	61	48	29
Sheff. Wed.	21	10	6	11	51	52	28
Sheff. U.	21	10	8	9	59	52	28
Middlesbrough	21	12	4	12	59	63	28
Chelsea	21	10	7	10	48	45	27
Newcastle	21	11	12	12	59	59	26
Liverpool	21	9	8	10	56	56	25
Blackburn	21	10	6	11	57	58	25
Leicester	21	11	3	13	53	59	25
Sunderland	21	8	11	10	60	66	24
Bolton	21	9	5	13	35	51	23
Birmingham	21	7	8	12	41	52	22
Grimsby	21	9	4	15	46	50	22
Leeds	21	5	14	12	56	58	21
Blackpool	21	7	13	11	48	58	21
Manchester U.	21	4	20	30	36	56	12

Division II.	P.	W.	D.	L.	F.	A.	Pts.
Everton	27	20	4	8	87	42	44
Nottingham	27	17	2	8	66	36	36
West Brom.	27	15	5	7	57	34	35
Wolves	27	14	6	7	57	34	35
Preston N.E.	27	12	6	9	61	42	30
Bradford	27	13	5	9	70	42	31
Port Vale	27	14	3	10	54	46	31
Burnley	27	13	5	9	58	37	31
Bury	27	13	8	11	57	53	29
Southampton	27	11	5	12	45	40	28
Oldham	27	11	5	12	40	48	28
Stoke	27	10	6	11	40	51	26
Bradford C.	27	9	6	12	38	48	24
Charlton	27	9	6	12	38	56	24
Swansea	27	9	5	13	39	50	23
Plymouth	27	8	4	14	49	61	22
Bristol C.	27	8	4	14	49	61	22
Wrexham	27	14	6	6	69	38	38
Millwall	27	9	3	15	53	63	21
Barnsley	27	7	13	30	47	21	21
Notts For.	27	6	8	13	48	62	20
Reading	27	7	5	15	41	71	19
Cardiff	27	7	4	16	40	61	18

Division III—Northern.	P.	W.	D.	L.	F.	A.	Pts.
Lincoln	27	19	4	4	64	29	42
Sheff. F.	27	17	5	6	64	38	39
Sheff. F.	27	17	4	6	82	51	38
Stockport	27	17	4	6	69	38	38
Wrexham	27	14	6	6	69	38	38
Hull	27	13	6	7	66	38	37
Carlisle	27	14	5	8	55	51	31
Wigan	27	14	3	10	55	55	31
Southport	27	14	3	10	46	46	30
Gateshead	27	10	8	9	38	46	26
Rotherham	27	10	7	10	38	46	26
Accrington	27	10	3	15	53	79	23
Darlington	27	9	4	14	46	42	22
York	27	10	2	13	49	52	22
Rewie	27	10	2	15	46	63	22
Farnley	27	9	4	14	46	63	22
Rochdale	27	9	4	14	46	63	22
Hartlepool	27	9	3	15	51	50	21
Doncaster	27	7	7	13	42	47	21
N. Brighton	27	8	5	15	30	55	21
Halifax	27	7	5	14	34	61	19
Nelson	27	4	6	17	30	63	14

Who'll Win?

SATURDAY'S LEAGUE GAMES AT HOME.

[Exclusive to China Mail—
By "Lineam."]

The following is a list of Home football matches on Saturday: The teams in black type may win; where no black type is shown the match may result in a draw:

Division I.
Birmingham v. Blackburn R.
Bolton v. Sheffield W.
Derby C. v. PORTSMOUTH
Huddersfield v. ASTON VILLA
LEICESTER v. Blackpool
Liverpool v. Newcastle U.
Manchester U. v. M'CHESTER C.
Middlesbrough v. Chelsea
SHEFFIELD U. v. Arsenal
Sunderland v. Leeds U.
WEST HAM v. Grimsby

Division II.
BARNSELEY v. Cardiff C.
BRADFORD C. v. Bury
BURY v. Stoke C.
Charlton v. EVERTON
Notts F. v. Bristol C.
Port Vale v. Plymouth
FREETON v. Millwall
Reading v. WOLVES
SOUTHAMPTON v. BRADFORD
TOTTENHAM v. Oldham
WEST BROM. v. Swansea

Division III—Southern.
B'ATH v. Bournemouth
BRIGHTON v. Brentford
Bristol R. v. NOTTS CO.
COVENTRY v. Walsall
EXETER v. Crystal Pal.
Fulham v. Queens P.R.
Gillingham v. Southampton
Newport v. LUTON
SWINDON v. Norwich
WATFORD v. Clapton O.

Division III—Northern.
ACCRINGTON v. Bury
Barnsley v. LINCOLN
Barrow v. Carlisle
Crows v. Wigan
DONCASTER v. Nelson
GATESHEAD v. Hartlepool
HULL C. v. Halifax
NORTHAMPTON v. York C.
ROCHDALE v. Chesterfield
STOCKPORT v. Darlington
Wrexham v. TRANMERE

Division III—Scottish League.
ABERDEEN v. Ayr
Clyde v. ST. MIRREN
East Fife v. Dundee
Falkirk v. Partick
Hamilton v. Cowdenbeath
Hibernians v. Motherwell
KILMARNOCK v. Celtic
Morton v. Dundee
NORTH ABERDEEN v. Hearts
RANGERS v. Motherwell

Division III—Irish League.
DUBLIN v. Shelbourne
DUBLIN v. Shelbourne
DUBLIN v. Shelbourne
DUBLIN v. Shelbourne
DUBLIN v. Shelbourne
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DUBLIN v. Shelbourne
DUBLIN v. Shelbourne
DUBLIN v. Shelbourne

(Continued at foot of next column)

GRIMMETT'S NEW RECORD.

Takes Most Wickets in
Sheffield Shield.

Adelaide, Dec. 30.
Clarence Grimmett, the famous Australian googly bowler, broke Ernest Jones' record of 209 wickets in Sheffield Shield matches during the match between South Australia and Queensland, which ended at Adelaide yesterday in a victory for South Australia by an innings and 64 runs.



Grimmett took nine wickets for 54 runs in the match, and brought his Sheffield Shield aggregate up to 212 wickets.

The full scores were South Australia, 305; Queensland, 124 and 117.

BRADMAN AFTER MORE RECORDS.

Highest Score by Aussie
in Home Tests.

Brisbane, Jan. 17.
To-day Australia carried their overnight total of 328 for 8, in the Third Test against the West Indies to 558. Bradman, compiling 223 in five hours, hitting 24 fours. This is the highest score in Tests in Australia, by an Australian batsman, beating Trumper's record of 214.

Griffiths was the best of the bowlers, taking four for 138. In Australia the highest score in Tests is F. R. Foster's 287 at Sydney in 1903-4, and the second highest, W. R. Hammond's 251 also at Sydney in 1928-29.

The highest score recorded in Tests against the West Indies is A. Sandham's 325 at Kingston Jamaica in April of last year.

UNIVERSITY TEAM FOR SATURDAY.

The following have been selected to represent the University at XI. in a League match against R.A. on Saturday at 2 p.m. sharp on the University ground:—

D. J. N. Anderson, A. Baker, L. T. Ride, D. K. Samy, P. A. Redmond, A. B. Sullivan, A. M. Rodriguez, A. T. Normanby, K. P. Gan, A. Chan Fook and A. S. A. Kyum.

K'LOON GOLF CLUB.

The following is the draw for the "Pear" Cup to be played over the Kowloon course on Sunday, 8th inst. Play will be over 36 holes, medal play on handicap.

9.00 Dr. Cogan & J. Kingshaw.
9.05 C. Sinton & E. O. Murphy.
9.10 D. C. Wilson & W. Orchard.
9.15 G. H. Russell & W. Taylor.
9.20 J. D. Thomson & J. Mackintosh.
9.25 A. Silkestone & T. J. Price.
9.30 H. T. Buxton & A. T. Braley.
9.35 E. C. Fincher & L. Jack.
9.40 W. J. Woolley & J. G. Kelly.
9.45 A. S. Owen & W. Stoker.
9.50 J. S. Smith & E. D. de Rosa.
9.55 P. W. Plummer & A. A. Lopez.
10.00 W. Mills & J. G. Meyer.
10.05 A. Eastman & W. M. Groves.
10.10 E. L. Johnson & W. C. Simpson.

10.15 J. King & L. Elford.
10.20 H. Mundy & A. W. da Rosa.
(EARLY CABLE)

SATURDAY'S SNIPS.

Home.
West Ham.
Preston North End.
Tottenham.
West Bromwich Albion.
Birmingham.
Brighton.
Swindon.
Watford.
Gateshead.
Hull.
New Brighton.
Stockport.
Aberdeen.
Rangers.
Away.
Aston Villa.
Manchester City.
Everton.
Bristol City.
Bristol Rovers.
Notts County.
Luton.
Northampton.
Leeds.
St. Mirren.
Dundee.
Celtic.

PARIS DAVIS CUP DRAW.

Lawn Tennis Trophy
for 1931.

BRITAIN'S POSITION.

Paris, Yesterday.
The following is the draw for the Davis Cup as cabled by Reuters:—

European Zone.
Upper Half.
Belgium (bye).
Great Britain v. Monaco.
Germany v. South Africa.
Switzerland v. Ireland.
Japan.
Yugo-Slavia (bye into second round).
Egypt.
Finland (bye into second round).
Lower Half.
Poland.
Rumania.
Norway.
Denmark.
Holland.

Complete draw for first round in the lower half.
Hungary v. Italy.
Greece v. Austria.
Czechoslovakia v. Spain.
North American Zone.
United States v. Mexico.
Canada (bye into second round).
South American Zone.
Paraguay v. Argentina.
Uruguay (bye into second round).
Chili v. Brazil.

NAVAL SIM SHIELD VICTORY.

Win Match After Being
Two Goals Down.

ARMY DEFEATED.

The Royal Navy secured their second victory in the Sim Shield yesterday afternoon, when they met and defeated the Army by four goals to three, after being two goals down at half-time.

The Army were the first to open the scoring, and soon after increased their lead.

Commencing the second half two goals in arrears the Naval players made a splendid recovery, and soon reduced the lead. A short while later they scored the equalising goal and later netted a third goal to place them ahead. The Army, by concentrated attack, stormed the Naval citadel and added their third and equalising goal. A last minute effort by the Navy, however, gave them the game when they registered their fourth goal.

Royal Navy 4
Army 3

HONG KONG LADIES' TEAM FOR SATURDAY.

The following team will represent the Hong Kong Ladies' Hockey Club against the Kowloon Ladies' Hockey Club on the K.B.S.F.A. ground at King's Park on Saturday at 4.15 p.m.:—
J. Smalley, E. Gray, E. V. Franklyn, E. O'Hagan, E. Bonnar, M. L. Wallace, E. R. Bell, N. McNeill, E. M. Donelan, C. M. Ferguson and M. Bishop.

INTER VARSITY ATHLETICS.

Four Open Events to Be
Decided.

The following events will be open to the Colony at the Inter Varsity Athletic Meeting which will be held on Saturday and Monday, March 14 and 15, 1931, under the auspices of the Hong Kong University Athletic Association:—

1,600 metres Relay Open to bona fide clubs.
800 metres flat race (no entrance fee, Post Entry).
800 metres relay open to school boys only.
400 metres relay open to school girls only.
The entrance fee for each team will be two dollars. All entries should be sent in by Monday, February 23, to Mr. Lee Hah-long, Hon. Secretary, H.K.U. Athletic Club.

Berg has the knack of making first-rate boxers "look like dirty cents" as the vernacular has it, by reason of his ceaseless, clean, hard-hitting attack and his fine condition, which enable him to go

THE
HONG KONG
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HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL.
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1st floor. Tel. Add. 56780
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class orchestra. Spectious and
luxurious lounges.
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Cuisine and Service combined
with a Moderate Tariff. Near
shops and theatres. Yet in a
pleasing neighbourhood.
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an eye to the
comfort of its
tenants. Luxuri-
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ELLIS KADOORIE SCHOOL.

(Continued from Page 1.)

He noted that the study of Urdu had made great strides in that school during the past year, but he wondered if parents were not from sentiment attaching too much importance to its study. When that school was started they made the study of Urdu compulsory and it had remained so.

He would like to point out that there were two classes of boys at that school, and these classes might be termed boys of Indian domicile, and boys of local domicile. The former would return to India to complete their studies and then they would go into business or seek employment in India where Urdu was necessary. For these he would say that Urdu was essential and they should be encouraged to study the language without hindrance, especially as they speak Urdu in their homes.

The latter class of boys did not speak Urdu at all at home, or very rarely. These boys, when they passed out of that school, would go to a higher school in Hong Kong where Urdu was not taught. Then, when their education was completed, they would go into business or seek employment here or in the neighbouring ports where knowledge of Urdu was not necessary. For these boys Urdu should be optional.

The time and energy which they applied to the study of Urdu ought to be employed on some other subject or to acquire proficiency in some existing subject. He rather thought that Urdu was a subject which was of no use to the boys of local domicile after school days, and he would ask the parents of those boys to give the matter their consideration.

Mr. Arculli said that he was sorry that Mr. Hamilton was being transferred and expressed the hope that his absence from the school would only be temporary because the school could not spare him. (Applause.)

Continuing, Mr. Arculli said that the school was going to have a worth successor to Mr. Hamilton in the person of Mr. Upsdell and he

hoped that Mr. Upsdell would stay with them for the present.

In conclusion, Mr. Arculli congratulated the prize winners and said that all those who had worked hard and given of their best were also deserving of praise. To these he would say that it did not matter whether they won a prize to-day or to-morrow—the fact remained that they were making the key to the door of success. (Applause.)

Prize Winners.

The following are the prize winners:

Class 4.—Bashir Ahmed, 1st Prize and Government Scholarship to Queen's College for three years; Nazir Ahmed, 2nd Prize and Government Scholarship to Queen's College for three years; Ibrahim, Wu Hay-tong, Scholarship to Queen's College for three years; A. R. Marker, Ellis Kadoorie Scholarship to Queen's College for three years; Nazir Ahmed, Ellis Kadoorie Prize for Composition; Bashir Ahmed, Ellis Kadoorie Prize for Geography; and Ibrahim, Prize for Urdu.

Class 5.—F. A. Curreen, 1st Prize and Government Scholarship for one year; Mohamed Hassan, 2nd Prize; F. A. Curreen, Ellis Kadoorie Prize for Composition; F. A. Curreen, Ellis Kadoorie Prize for Geography; and Narayan Singh, Prize for Urdu.

Class 6.—Abdul Kadar, 1st Prize and Government Scholarship for one year; Shek Hassan, 2nd Prize; D. Shamsuddin, Ellis Kadoorie Prize for Composition; Abdul Kadar, Ellis Kadoorie Prize for Geography; and A. R. Khan, Prize for Urdu.

Class 7.—Ali Mohamed, 1st Prize and Government Scholarship for one year; Abdou, 2nd Prize; Ali Mohamed, Ellis Kadoorie Prize for Composition; Lal Shah, Ellis Kadoorie Prize for Geography; and Surat Singh, Prize for Urdu.

Class 8A.—Tara Singh, 1st Prize and Government Scholarship for one year; Lal Shah, 2nd Prize; Tara Singh, Ellis Kadoorie Prize for Composition and Geography; and Noor Ahmed, Prize for Urdu.

Class 8B.—Sher Mohamed, 1st Prize; Aziz Ahmed, 2nd Prize; and Indar Singh, Prize for Urdu.

Special Prize presented by Mr. A. R. Sutherland, won by Bashir Ahmed.

Mr. Hamilton explained that in

POST OFFICE NOTICE.

INWARD MAILS

THURSDAY, FEBRUARY 5.
Shanghai and Swatow Szechuen
Japan La Plata Maru
FRIDAY, FEBRUARY 6.
Europe via Negapatam (Letters only, London
January 8, 1931) Takada.
Japan, Shanghai and Europe via Siberia
(London, Jan. 14) Kashima Maru
Shanghai Perim
SATURDAY, FEBRUARY 7.
Shanghai and Swatow Sinkiang.
Europe via Negapatam (Papers only, Lon-
don, Jan. 8 and Parcels Jan. 1) Antenor
U.S.A., Honolulu, Japan, Shanghai (San Fran-
cisco, Jan. 9) and "Europe via Siberia
(London, Jan. 19) President Fillmore

OUTWARD MAILS

THURSDAY, FEBRUARY 5.
Amoy Tsinan 3.30 p.m.
Shanghai and Wuchow Fook On 4 p.m.
FRIDAY, FEBRUARY 6.
Formosa Sanyo Maru 8.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa and
"South American Ports" La Plata Maru 9.30 a.m.
Bangkok Chinhua 3.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt &
Europe via Marseilles Kashima Maru
(Due Marseilles, Mar. 8.)
K.P.O.
Registration .. Feb. 6, 4.30 p.m. Registration .. Feb. 7, 8.45 a.m.
Letters .. Feb. 7, 9 a.m. Letters .. Feb. 7, 9.30 a.m.
Amoy Nam Sang 5 p.m.
Dalny Canton 5 p.m.
SATURDAY, FEBRUARY 7.
Straits and Calcutta Talma
Parcels Feb. 7, Noon.
Letters 1 p.m.
Swatow, Amoy and Foochow Hai Yang 1 p.m.
Haiphong Canton 2.30 p.m.
Manila President Fillmore 5 p.m.
Bangkok via Swatow Hiram 5 p.m.

*Superscribed correspondence only.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 11 1/4
Bank, on demand 11 1/4
Bank, 4 months' sight 11 1/4
Credits, 4 months' sight 11 15/16
Documentary, 4 months' sight 1/— 1/16
On Paris—
On demand 580
Credits, 4 months' sight 620
On New York—
On demand 22 1/2
Credits, 60 days' sight 23 1/2
On Bombay—
Wire 63 1/4
On demand 63 1/4
On Calcutta—
Wire 63 1/4
On demand 63 1/4
On Singapore—
On demand 40 1/2
On Manila—
On demand 45 1/2
On Shanghai—
On demand 75 1/4
Dollar 4% dis.
On Yokohama—
On demand 46
Sovereigns (Bank's buying rate) 11 1/4
Silver (per oz.) 12 7/16
Bar Silver in Hong Kong Nominal
Copper Cash Nominal
Copper Cents 3% prem.
Rate of Native Interest 3 1/4% p.a.
Chinese Sub. Coin 22 1/2% dis.
Hong Kong Sub. Coin 1/4% prem.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.93 1/2
New York 4.85 31/32
Brussels 34.83 1/2
Geneva 25.16
Amsterdam 12.89 1/2
Milan 92.81 1/2
Berlin 20.43
Stockholm 18.14 1/2
Copenhagen 18.16 1/2
Oslo 18.16 1/2
Vienna 34.54 1/2
Prague 164 1/4
Helsingfors 193
Madrid 48
Lisbon 108.25
Athens 375
Bucharest 817
Rio 4 1/2
Buenos Aires 34 1/4
Montevideo 38 1/2
Bombay 1/5 3/4
Shanghai 1/2 3/4
Hong Kong 11 1/4
Yokohama 2/— 13/32
Silver Spot 12 7/16
Silver Forward 12 7/16
—British Wireless Service.

presenting that prize Mr. Sutherland had left it to his discretion to make the award. He had decided to give the prize to Bashir Ahmed because the latter had been a pupil of that school for five years and during that long period he had been absent on only two occasions. (Applause.)

ARMED ROBBER AVERTED.

A Chinese with three daggers tied round his legs, and with gags in his possession, was yesterday arrested in Bedford Street, Mongkok, by a Wei-hai-wei Police Constable. Subsequently all ranks were notified to keep a sharp look out as apparently an armed robbery had been contemplated in some place in Kowloon.

He sat there dejectedly, with his body bent over. Worries had always been his lot, and now the climax had come. He had tried hard for success, but now he was in a hole, yet, in fact, too many holes and he could never hope to make ends meet. Who could help him? He had friends but pride forbade him to get assistance from them. He began pacing the floor, thinking hard. He would have to make ends meet somehow—even his feet seemed to be dragging yards behind him. Then a knock at the door startled him. Who could it be? Cautiously he opened the door. "Want any bootlaces, guv'nor?"

His worries were over now. With a new pair of bootlaces he could make both ends meet with plenty to spare.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 5th Feb., 1931.

STOCK	Buy-ers	Sell-ers	Sales	Nom.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	3030	3080	...	...	...	[Final 21 bonus 1/2 s/o 1000 ex. 1/11-1/12-1/13] Pending
Chartered Bank	15 1/2	...	...	[Interim 7/16 free 1/11-1/12-1/13] Sep. — 30
Mercantile Bk., A&B, C.	24 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Sep. — 30
Bank of Asia	120	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Feb. 28, 30
Insurance.						
Canton Ins.	1900	...	...	...	...	[Final 21 bonus 1/2 s/o 1000 ex. 1/11-1/12-1/13] May 10, 30
Union Ins.	615	825	...	...	...	[Final 1/4] s/o 1000 less 1/11-1/12-1/13 May 30, 30
*China Underwriters	3.30	3.35	...	...	...	None
China Fire Ins.	475	...	...	...	...	[Final 21 bonus 1/2 s/o 1000 ex. 1/11-1/12-1/13] May 30, 30
H. K. Fire Ins.	1800	...	...	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Mar. 26, 30
Shipping.						
Douglases	...	2 1/2	...	...	...	Last dividend for 1930
H. K. Steamboat	27	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Mar. 4, 30
Indo-China (Pref.)	40	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 June 19, 30
(Def.)	30	...	...	None
Shell Transport	79 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Jan. 6, 31
Union Waterboat	38	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Mar. 10, 30
Mining.						
Benguet	...	10 1/2	...	...	...	[Final 40 cents] s/o 1000 less 1/11-1/12-1/13 Dec. 30, 30
Kailan Mining Ad. s/o	39 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Dec. 30, 30
Langkat	9 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 May 8, 30
Shai Exploration, Ltd.	24	...	...	None
" Loans	[Final 1/4] s/o 1000 less 1/11-1/12-1/13 Pending
*Rauhe	39	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Dec. 13, 30
Docks, Wharves, Godowns, &c.						
H. K. & W. Docks	...	175 1/2	178	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Mar. 13, 30
H. K. & W. Docks	Last dividend for 1930
South Ch. Motors	10	...	...	None
*China Provident (old)	Last dividend for 1930
(new)	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Sep. 13, 30
Hongkong	270	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Feb. 25, 30
N. Engineering	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 July 30, 30
Shanghai Docks	108	...	...	None
Land, Hotels & Buildings.						
*H. K. & S. Hotels	12.80	...	...	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Apr. 7, 30
H.K. Lands (old)	[Final 21 bonus 1/2 s/o 1000 ex. 1/11-1/12-1/13] Pending
(new A)	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 July 31, 30
(new B)	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 May 7, 30
Shanghai Lands	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Sep. 4, 30
Humphreys (Cum Ren.)	17.15	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 May 7, 30
" Rights	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Sep. 4, 30
H. K. Realities	7.40	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 July 31, 30
Chinese Estates	97	...	...	None
Cotton Mills.						
*Ewo Cotton	141	...	...	[Final 1/4] s/o 1000 less 1/11-1/12-1/13 Mar. 17, 30
Shanghai Cotton	20 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Nov. 29, 30
Zong Singa	10	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Oct. 11, 30
Public Utilities.						
*H. K. Tramways	17.45	...	17.40	...	...	[Final 21 bonus 1/2 s/o 1000 ex. 1/11-1/12-1/13] Pending
Peak Trans. (old)	14 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 June 10, 30
(new)	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Pending
Star Ferries	93	...	...	[Final 21 bonus 1/2 s/o 1000 ex. 1/11-1/12-1/13] Pending
*China Light	24.90	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Dec. 15, 30
H. K. Electric	70 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Mar. 19, 30
Macao	None
Sandakan Light	12	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Aug. 1, 30
H.K. Tel. (fully paid)	35 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Feb. 25, 30
" part paid	32.90	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Feb. 6, 30
China Buses	10	...	...	None
S'p'w' Tractions (Ord.)	71 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13
(Pref.)	10 1/2	...	...	None
Industrials.						
China Sugars	60 1/2	...	...	In Liquidation
Malacca Sugars	27	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Apr. 11, 30
Cald. Macg. Ord.	11 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Apr. 30, 30
" Pref.	11	...	...	None
Canton Ice	5.80	...	...	None
*Cement (corn.)	10.00	17.10	17	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Mar. 19, 30
(old)	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13
(new)	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13
H. K. Ropes	15 1/2	...	...	Last dividend for 1930
Venue Gold Fields	9 1/2	...	...	None
Stores, &c.						
Dairy Farm (old)	26 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Mar. 14, 30
(new)	24 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Mar. 31, 30
Der A Wings	1	...	...	Last dividend for 1930
Lanc Crawfords	4	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 May 15, 30
Mackintosh	10	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 June 19, 30
Sincere	18 1/2	...	...	None
Wm. Powells	2.85	...	...	None
Miscellaneous.						
H.K. Amusement	20 1/2	...	...	[Int. 3/4] s/o 1000 less 1/11-1/12-1/13 Sept. 27, 30
(Rights)	None
Ch. Entertainment	10 1/2	...	...	None
H. K. Constructions	5.00	...	...	None
S. Ind. C. Bonds	37 1/2	...	...	None
H. K. Govt. Loans	Interest half yearly

*Speculative shares. *Sales to Shanghai.

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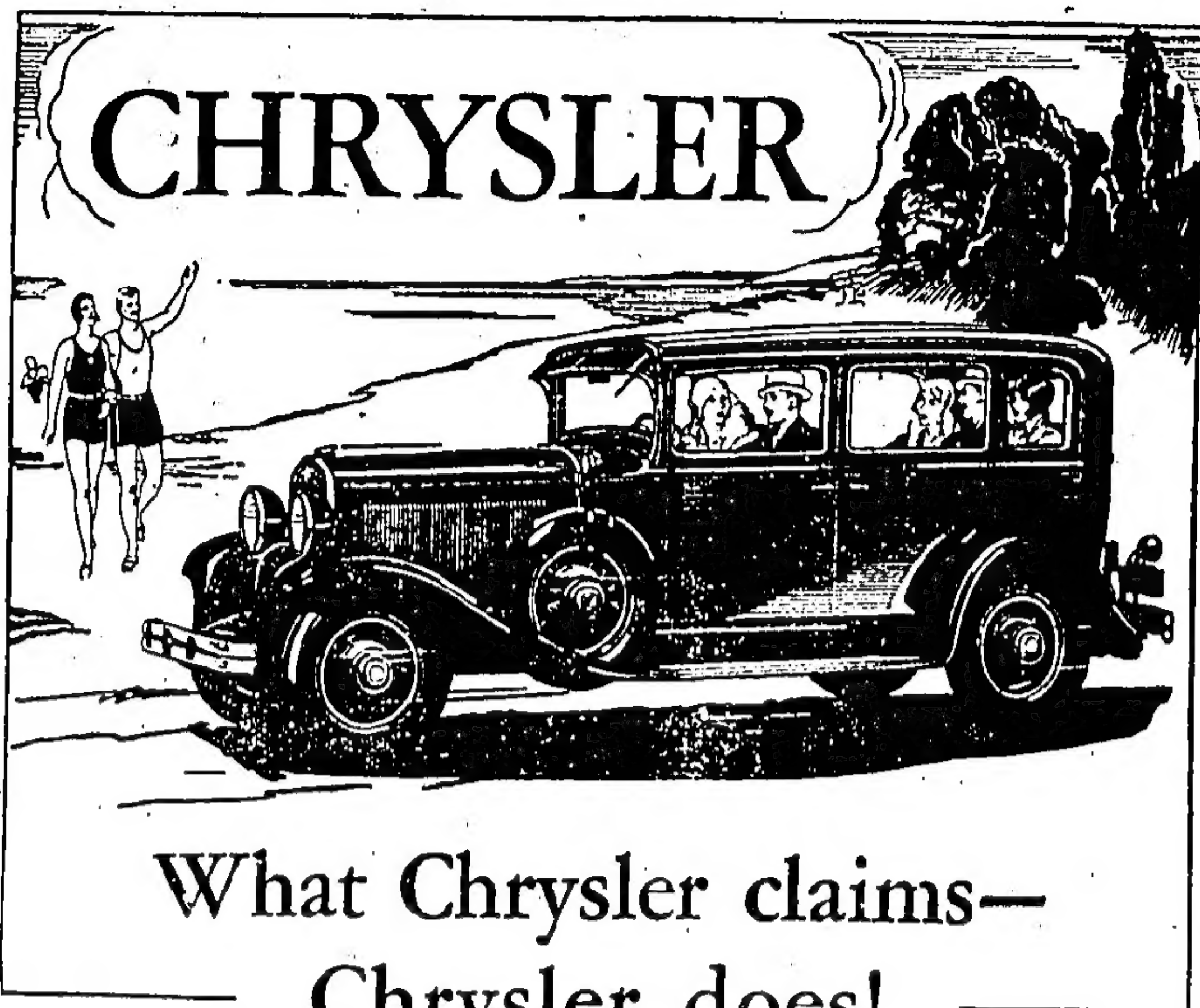
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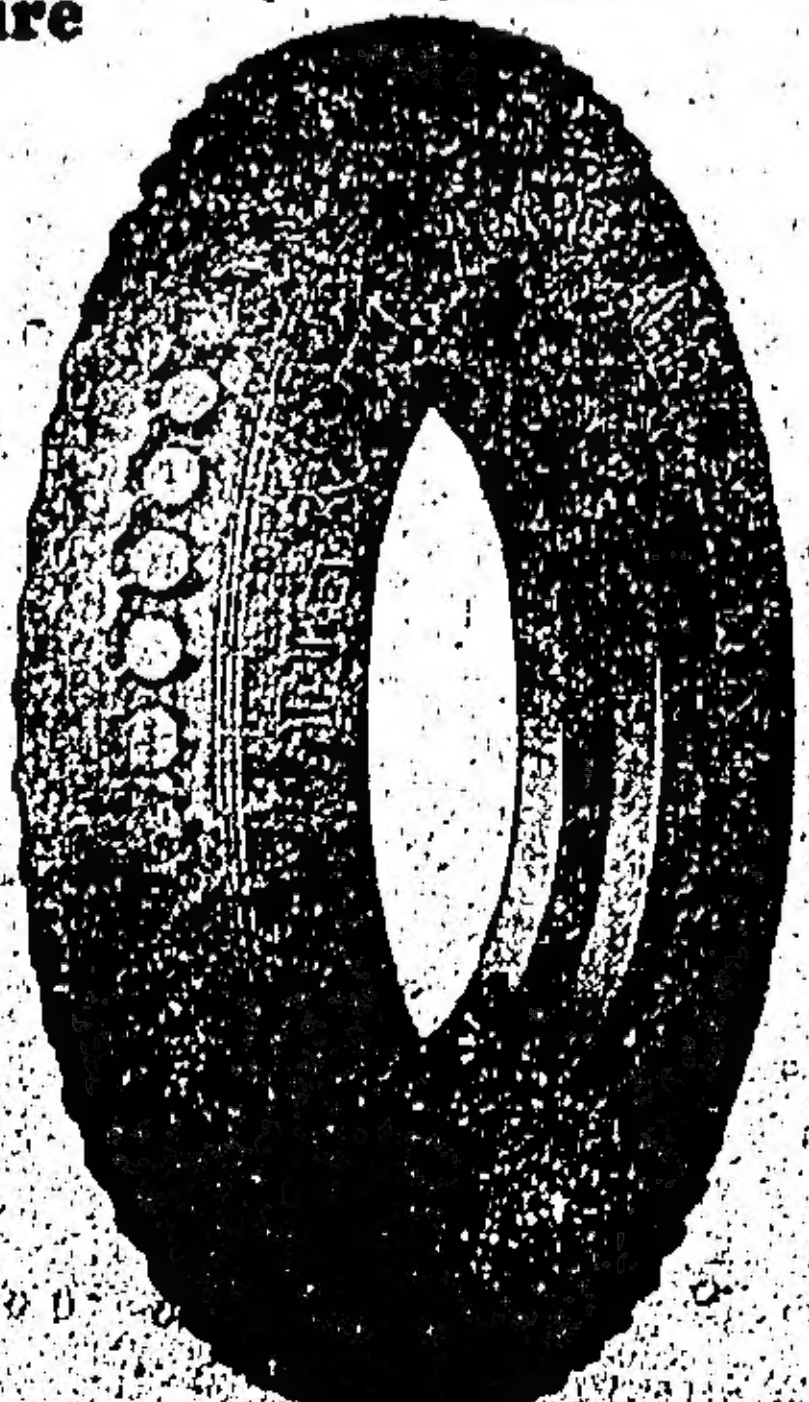
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FISK



BRITISH CARS.

Prince of Wales as Ambassador.

The forthcoming visit of H.R.H. The Prince of Wales to South America is arousing the keenest possible interest throughout the entire world, especially in view of the sentiments which he so ably expressed at the Guildhall recently. The fact that H.R.H. will be in the Argentine during the progress of the British Empire Trade Exhibition, which opens at Buenos Aires on March 14, indicates that Commerce between the two countries will receive a distinct fillip as a result of the Prince's patronage.

As our greatest Trade Ambassador this splendid advertisement for British cars comes at an extremely opportune time. Such great progress has been made during the last year or two in the economical construction of the British car suitable for international use that the problem now is developing into largely salesmanship and organization.

Although the monopoly from the motor-car point of view has been with U.S.A. Manufacturers the combined effort which the British Motor trade are now making at the big Exhibition in B.A. in March will result in their efforts receiving a great impetus from the direct help which the Prince of Wales is now giving.

On such occasions as these, the matter of transport requires a good deal of attention, for the Prince and his staff will obviously have to cover great mileages in the course of their official visits. Naturally road conditions will vary considerably during their travels, and accordingly it is very heartening to the British public to learn that all the official motor-cars will be products of this country.

The actual cars chosen by his Royal Highness are Humbers, and of the four models, three are "Snipe" Saloons and the other a "Pullman" Limousine. In addition to these a Commer 40/50 cwt. vehicle will form part of the convoy for the purpose of carrying baggage, etc. Both these makes are comprised in the Humber-Hillman-Commer combine, for which Messrs. Rootes, Ltd., who are closely allied with them, act as World Exporters. These cars will be supplied by Rootes, Ltd., and will shortly be shipped to Buenos Aires to await the Prince's arrival.

It is interesting to note that not only will these cars be used by the Prince of Wales and his staff, but Prince George will also travel in a Humber.

FORD TRUCKS IN DISPLAY.

The extent to which the Ford car and truck are adapted to the various needs of industry and agriculture is strikingly illustrated in a permanent commercial car exhibit recently opened in Detroit by the Ford Motor Company. The exhibit includes more than one hundred body types.

In the display there are grocery trucks with shelving throughout, refrigerator trucks, coal trucks, dump trucks, furniture vans, buses for school and public transportation, a street sweeper, milk delivery trucks, tanks for oil, gasoline and other liquids, units for every municipal use, a wide range of vehicles with agricultural bodies, and, in short, practically every sort of truck except those for the heaviest of hauling.

The Ford Model AA truck comes with either 18 1/2 inch. or 15 1/2 inch. wheel base. The Model A may be had with a variety of body types for light delivery work.

FORD CARS AND TRUCKS.

A fleet of Ford cars and trucks has just been delivered to the United States Bureau of Reclamation for use in construction work at Boulder Dam. The fleet consists of two special trucks with stake bodies, four phaetons and two coupes. These are the first units to be delivered to the Government for service at Boulder Dam.

CAR ECONOMIES.

Savings in making of Fords.

Saving a penny, a nickel or a dime in the cost of making an automobile may seem insignificant. Yet when small savings like these are multiplied in the production of thousands of cars a day, the result runs into millions of dollars a year.

It is the little economies, the daily development of some new and better way of doing a job, that makes possible the periodic reductions in Ford car prices, the increasing of wages, and the constant improvement of the car itself. Quantity production alone, according to Ford officials could not do it.

In the plants of the Ford Motor Company the employees, from the highest officials to the more progressive of the machine operators, are always trying to improve methods of manufacturing. Typifying the Ford idea that nothing is permanent but change, they cast precedent to the winds. Because a thing has never been done before is no reason, they feel, why it should not be done now.

For instance, push rods made in two pieces with heads of chilled iron formerly were purchased from other concerns. Engineers of the Ford Motor Company developed a new iron. The push rods are now made in one piece, with the result that they give better service at a cost of 1.46 cents less per rod. Since there are eight rods to a car that is a saving of 11.68 cents on each car produced.

The reservoir for the Houdaille shock absorber, which weighs one pound eight and one half ounces, formerly was machined from a rough forging weighing three pounds six ounces. Seeking a simpler way of making this part, Ford employees contrived to shape it from a casting weighing one pound thirteen ounces. As a result only four and one half ounces have to be machined from the casting, whereas formerly it was necessary to machine nearly two pounds from the forging. This represents a considerable saving; but on top of it is a reduction of six cents in the original cost of each reservoir, or twenty-four cents on a car.

New methods for machining the fly wheel permitted the elimination of a number of expensive machines and tools, considerably reduced repairs to machinery, and at the same time increased production 1,000 wheels per shift. The saving amounted to \$1,062 a day.

Formerly the fender bracket was a forging. Someone suggested a change in its design so that a rolled strip could be used. This resulted in increased strength and rigidity and at the same time afforded a saving of 66.4 cents per car.

A change in the milling of the cylinder block resulted in a variety of economies. The output of the mills was increased 20 per cent.; the remilling of blocks to remove rough surfaces, which formerly ran about 10 per cent., was eliminated; ten men were transferred to other work; and cutter heads were changed only three times a day instead of 100 times.

These are but a few of the manufacturing economies effected between last November when prices were cut and the minimum wage raised to \$7 a day and June 1 when prices were reduced again. But they serve to illustrate how it is that the Ford Motor Company can apparently wipe out all profits and yet make money.

U.S. MOTOR INDUSTRY.

Revival Expected To Help Tin And Rubber.

A revival in the American automobile industry for 1931, involving an increased production of 1,000,000 passenger and industrial cars, was predicted by Mr. B. F. Fairless, vice-president of the Republic Steel Corporation, when interviewed recently in New York. The Republic Steel Corporation supplies a large part of the United States motor industry's steel requirements.

The prediction, he stated, was based on present indications, and also the fact that "because of the great reduction in automobile production and sales in 1930, the New Year will begin with a deferred consumer demand for cars." Production during 1930 had been estimated at 3,500,000 cars, which was approximately 2,000,000 less than in 1929.

Even with an increase of 1,000,000 units, the 1931 figures would be well below the 1929 record. The expected revival would, however, serve as a stimulus to a number of industries, especially that of tin production, of which metal the

Announcing the Arrival of 1931

B. S. A. MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value — forged steel back-bone, sump lubrication, hinged rear mudguard, gear driven magneto, etc. — several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

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CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goek & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
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OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30223.
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OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

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B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56233.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goek & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
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motor industry was one of the largest consumers. The steel and rubber industries would also benefit.

Increased production, he concluded, had already been scheduled in many plants, notably those of the Chevrolet Motor Co., whose 1931 output had been planned for 1,000,000 cars.

DEPTHS OF DUNES.

From Saharan Capital to Civilisation.

Dawn was breaking when we were called, in the hotel at Touggourt—140 miles south of Biskra—to start on our journey across the Sahara to the Tunisian coast. By the time we had breakfasted, and were installed with our suitcases in the twelve-wheel desert car, a rosy sunrise tinted sky and sands with a promise of warmth (writes Grace L. Morrow, F.R.G.S., in the Autocar).

But there was no warmth in the wind! Bitterly cold at that hour is the Saharan breeze which ripples the surface of the dunes just as waves mark the shore. It seemed as if we had never really breathed before, so revivifying was the ethereal atmosphere.

Only a few years ago it was adventure enough for some people to visit the Garden of Allah at Biskra and view from the height of a minaret that awe-inspiring immensity the Sahara, which looks so like a dark blue ocean spreading to the southern horizon. Probably it is this remoteness, vastness, which gives a feeling of dread of making closer acquaintance with those desert wastes, while tales of wandering Touaregs and their attacks on isolated oases or unprotected caravans inspire a thrill of fear.

Travel and war have filled in many gaps on the map of Northern Africa, which a century ago showed a great blank stretching across from the Atlantic to the Nile. The French have quietly extended their conquests, pushing farther into desert lands, by improving existing oases and creating new ones, tapping those underground rivers which still flow far beneath the surface of the sands. Where the artesian bore has penetrated new plantations of highly profitable date-palms surround the villages, and the French tricolour rifles from the walls of forts enclosing that modern safety guard, the wireless masts.

As for the Touaregs? "It is well to kiss the hand you cannot cut off," says their proverb. Succumbing to persistent pressure the Touareg raiders have been driven far south to their own country among the lava fields of Ahaggar and the high mountains of Air, but Touareg traders are still seen with caravans coming north to the markets of Touggourt and Ouargla. And whose imagination is not thrilled by the sight of mysterious veiled men from some such distant region?

But like all wild creatures the Touareg reflects the atmosphere he lives in. Those who come to the market are not alert "children of the sands," as are their brothers of the "cross-handled sword" who live hiding among the great dunes. Yet all their tribes have fine features, small heads, and delicate hands and feet. Although of Semitic origin and fair complexion, the Touaregs are no longer of pure blood, for they have intermarried with the negro women they made their slaves. And now they wander, nomads ever, seeking food for themselves and fodder for their beasts.

The Sahara in anticipation and in reality proved surprisingly different. For it covers every type of country. Tufted steppes and bare sandstone ridges glittering in the sun; salt marsh, where the elusive mirage hangs continually, depicting tall trees reflected in mirror-like lakes, water and wood dissolving in mist on a closer approach; districts of flat loam with sparse cultivation, monotonous and dreary; and others with cathedral-like rocks and stretches of boulders, completely sterile, yet there you could not find a tea-cupful of sand!

But of all the forms the desert assumes there is none so beautiful as the giant erg, the Arab name for dune. The biggest sandhills in the world, six hundred feet high, are found in the northern Sahara in the district called Occidental, while east of Touggourt is the erg Oriental, which is considered the most characteristic part of the whole desert. For there the disintegration of the surface of our earth is quite complete, the last pebble resolved into grains of sand. It all bears witness to the power of burning sun by day and bitter cold at night to split into fragments the hardest structure, and to the persistence of the "desert winds" in grinding those morsels into powder.

A Short Road.

As the great desert car left Touggourt a well-marked track led out of the Saharan metropolis, the home of the Rouares Chief the Arabs still call "Sultan." Yet within half an hour of our leaving the hotel all signs of a road had disappeared. We were right in the depths of the dunes—even the marks made by six twin wheels completely obliterated by shifting sands.

Hour after hour, as bitter cold morning changed to radiant noon, we motored over hills of sand. Camel caravans wind their way round the base of such hills, but the desert car took all in its stride as, engine roaring, the great ten-wheeler rushed up steep slopes hundreds of

feet high, then, gaining the summit with a lurch paused to allow passengers to look at a beautiful and absolutely unique view. Crest after crest, ridge after ridge with sharply serrated edges, as if the sand concealed some rocky precipices, the waves rolled to the farthest horizon a petrified tempest of silvery sand summits. Far away rose a guemira, a higher dune by which the children of the desert can steer their course out of this maze of hills.

But chauffeur, guide, and Arab coolie are not admiring the view; they look for the cement cones raised on piles of brushwood which are some idea of route and of where he can find firmer sands for his giant car. Never have I seen a better example of the control of mind over matter than the steering of the ten-seater car down into the depths of the dunes. Pitching, rolling from side to side as if the waves of sand were indeed a tempest, steadily we came down without a sudden jolt or jar.

At noon we stopped by an isolated fort, the caretakers an Arab family far from their kind. A tiny orange kitten, starved and shivering came moving pitifully for the milk it has probably never tasted. For milk, like wood and water, is more precious than gold to the desert people. It is indeed, the mainstay of a people often practically starving.

Supplied by the hotel at Touggourt with luncheon boxes, we took a meal in the shelter of the car, for the wind had risen, blowing up clouds of sand. Then on we sped quickly, to arrive at the next stopping-place before sunset.

"What do you do if the car breaks down?" I asked the guide. "Wait till help comes," he said smiling. "If we do not arrive, they send a relief car to look for us. But always we carry a large case of food and mineral water for emergencies."

El Oued, City of a Thousand Domes, is right in the heart of the "Oued Souf," or district of palm baskets—circular gardens excavated from hollows in the sand. For a palm tree will grow if there is water at the roots, and to reach that water the Arabs will dig down to a tremendous depth. Then, when the water is found, they excavate hundreds of tons of sand, piling it up in a great wall crowned by a fence of dried palms to keep garden where they grow vegetables underneath the towering tree. But, tall as they are, the palms rarely come much above the floor of the desert, so deep is the circular hole of cultivated sand.

From the City of Domes we crossed another tract of dunes, and entered Tunisia, staying at Tozeur, a picturesque town with wonderful architecture and fascinating native customs. From Tozeur, the sand dunes were left behind, and we motored once more on hard-baked "steppes," then crossed the Schott Djerid, a vast salt lake now nearly dry. But for at least ten miles there was salt water up to the axles of the car.

Emerging from the Desert at El Hamma, a hamlet with extensive Roman baths and natural hot springs of sulphur water, we drove through olive orchards and fertile land, along the Tunisian coast, staying a night at Sfax, an old ramparted city; the next was spent at Sousse to visit El Jem, one of the finest Roman amphitheatres in the world. Good roads along level country took us to Tunis, and in that interesting duplex city, ancient and modern, our unorthodox motoring came to a successful end.

THOSE LITTLE FAULTS.

You can rely upon the modern car, even the cheap one, not to let you down in a big way, but you cannot guarantee that you will be free from little bothers, writes the Evening News Motoring correspondent. My car is just on the point of completing its first 80,000 miles, and I have found it instructive, and entertaining, too, as to make a list of all the little bothers I have had.

The first "spot of bother" I can recall was a nasty noise in the clutch. It was the result of bad design on early models of the car, which had an unsatisfactory system of lubrication of the clutch withdrawal race. That was properly dealt with, and I have had no more trouble.

But two minor bothers I have not been able to cure yet. One is the leakage of oil through the joints of the plates covering the valve rocker gear. These are held on by a spring clip, and though I have fitted paper washers, the leakage continues. The actual waste of oil is negligible; what I object to is the mess it makes all over the cylinder block.

The other bother is a persistent rattling buzz from the ratchet of the hand brake. I have had this dealt with several times, but the cure has never lasted for more than a couple of hundred miles, so I have given it up as a bad job. Two or three months after I took delivery of the car the manufacturers introduced a new design of ratchet altogether. I am told that mine is incurable.

Early this year a very odd little mishap worried me a lot until I found out what had happened. My

QUICK WORK.

Building A Car Body.

There is a romance in seeing anything grow from rough materials into the finished product. In the body building plant of the Graham Paige Company at Wayne, Michigan, this transition takes place before the observer's eyes. First, the trim and upholstery, bales of material, automatic cutting machines, sewing machines that are big brothers of the sewing machine in homes, and orderly activity. The magnetised tack hammer, simple though it is, always attracts attention. Imagine a man with a mouth full of tacks. Every time the tack hammer goes to his lips, it comes away with the tack held to the head of the hammer, allowing him full use of both hands. A few minutes and the materials have taken new form, and are now upholstered seats and seat backs, travelling on a conveyor destined to meet and become part of the body, when the body is ready to receive them.

In the mill, timber that seems to bear no relation to anything in motor body building passes from machine to machine, and is combined into shapes and frames that are recognised as some part of the body. From the mill, conveyors take the small parts to the master magician among machines, the "big jig"—a weird skeleton, having metal bones that seem to follow no anatomical rule, and clamps that seem to grow on the bones for no reason. The "big jig" stands with its attendant "doctors." Into the skeleton are put the wooden parts seen in the mill. Each part exactly fits its "bones," the clamps hold it in place. The sides, ends and roof of the "big jig" mysteriously close up. Humans like ants swarm over it, pneumatic screw drivers buzz, a few hand hammers strike—a minute, and the "doctors" stand back from the "skeleton." The "big jig" disintegrates into separate sides, ends and top, and there stands the framework of the motor body on its own wheeled platform.

Apparently from thin air, the metal grows on the frame. Down the line the body goes. Inspectors are waiting to detect any unevenness in the metal of the bodywork. It seems unbelievable that an unevenness in the surface is easier to detect through a glove than with the bare hand, but it is true. Each inspector wears a glove on one hand, in the other he has a piece of chalk. A movement of his gloved hand finds an uneven or rough place—a chalk mark, and as the body moves on, men administer a tap here with a hammer, a rub there with a file, and the chalk mark is no longer needed. The acid bath cleans all dirt and grease from the metal. Then an oven of moderate heat, and brushes take away the acid, now powder. In the spraying booths, the body has its first priming coat, before it goes into another oven, considerably hotter, which bakes the priming coat into the metal. Two priming coats, two lacquer coats, and the body passes into view again. This time deft hands are touching up spots that seem to have been neglected, and those spots are not discernible to the uninitiated eye. Steady hands put the thin lines on mouldings and window reveals. By this time the body is ready for the upholstery. Wizardry again appears, and velour, mohair, and leather seem to go into their appointed places as if of their own will, and the body is ready for the chassis. In the body plant in 30 minutes, Graham-Paige body has grown from raw material to the finished product.

brakes made odd noises and were dangerously ineffective in wet weather, though they had recently been re-lined.

At last I located the source of the trouble. Mounted on the front stub axle is an aluminium flanged disc which fits along the inner side of the brake drum. From the front edge of one of these discs, the off-side one, a piece of the aluminium flange, about the size of a safety razor blade, had been chipped clean off, presumably by a stone flung up by the wheels of a car in front. Through the hole mud and water squirted right on to the brake shoes whenever the weather was bad, but a piece of metal riveted over the gap settled it.

A little later the self-starter developed a slight tendency to jam. That is a very common fault, not serious in itself. But when I tried to use the starting handle I found that the claws of it had worn to such an extent that they would not grip on the front end of the crankshaft, so that it was impossible to "swing" the engine by hand. Ten minutes with a file made the handle as good as new. "JUST LIKE A LITTLE LAMB!"



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You can't even imagine the effortless ease with which the new Buick Eight glides in high gear over hills where other cars must labour in second gear!

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FAST GETAWAY.

Although luxury is the keynote of the new 1931 Morris Oxford Six models which are being exhibited at the Auto Palace Showrooms, unusual care has been taken by the Morris engineers in designing this group of Morris Oxford cars to provide for comfort, smoothness and safety.

Sturdy cross members are employed on the chassis to secure low swing weight, this method of engineering carrying the body close to the ground to provide riding smoothness and at the same time giving road stability to the car. This method of construction permits fast driving without the dangers that are apparent in cars where the bodies are carried higher in the air. An additional safety factor is provided in the 4-wheel lockheed brakes, which is standard on all Morris Oxford and Morris Isis cars.

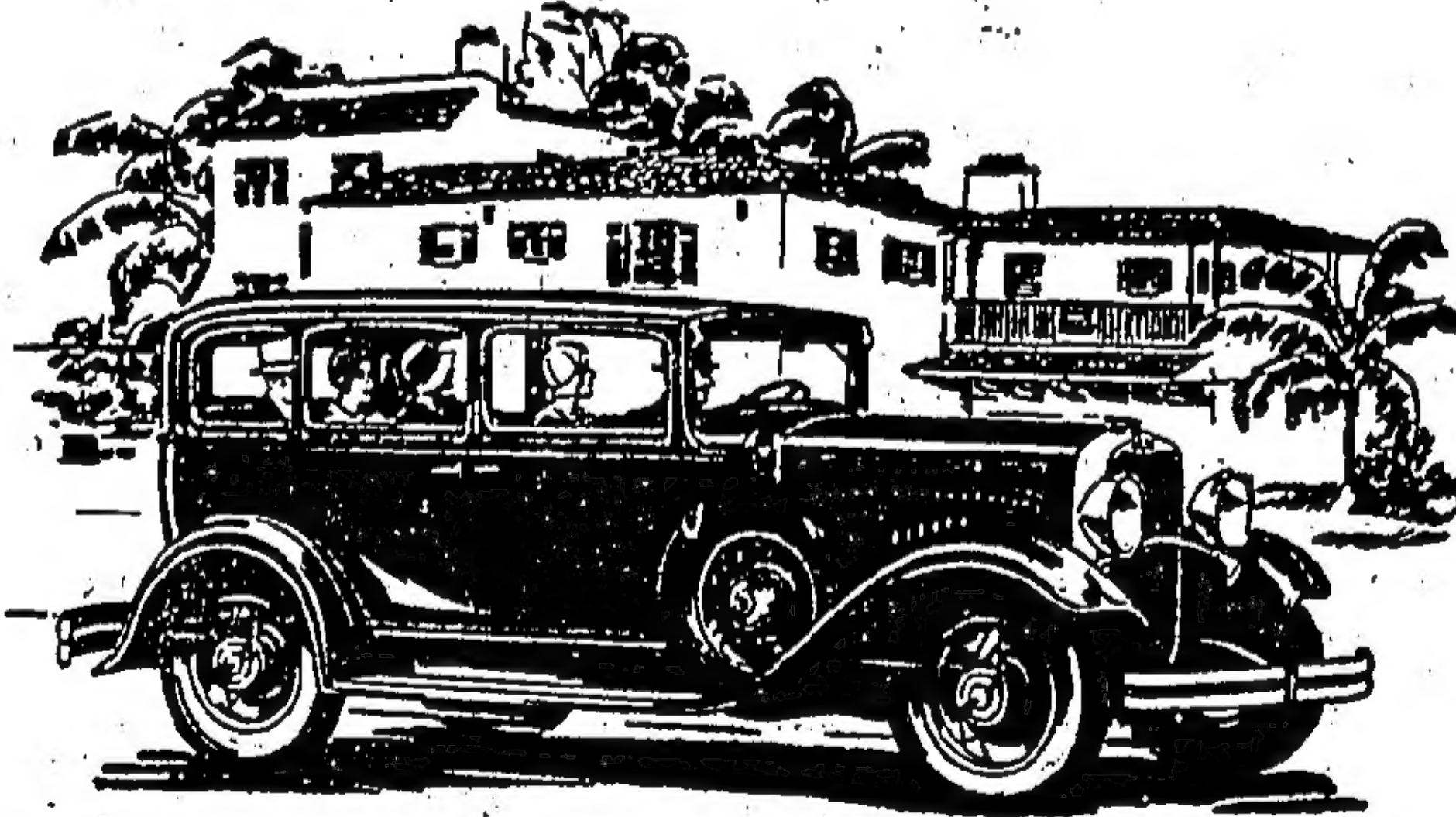
New Shock Absorbers. Hydraulic shock-absorbers also form part of the standard equipment on the Morris Oxford which absorb all road shocks and permit free springing, reducing to a minimum the wear on every part of the car.

The Morris Oxford is powered by a six cylinder engine, that has a bore of 63.5 mm. and a stroke of 102 mm. giving a cubic capacity of 1938 c.c. (just under two litres) the Morris Oxford is capable of maintaining a very decent rate of speed hour after hour with a total absence of vibration at practically all speed ranges.

The car has an unusually fast getaway which is a great factor in the recognition of this car as an ideal type for driving in heavy town traffic like Shanghai. Owners point out that the Morris Oxford six has ample power and speed to meet all demands, operates silently, efficiently, smoothly and economically, and is built to sustain a good number of years.

The body lines of the various models in the Morris Oxford line are low and graceful, while the interior appointments carry out the aim of Morris engineers tending to luxurious appointments, dash and the utmost serviceability. The rich colour combinations blend with the interior upholstery.

A DEPENDABLE EIGHT luxurious and economical



Owners of the Dodge Eight-in-Line find it a truly economical motor car... It has the dependability so typical of all Dodge cars. It requires little in attention or maintenance; delivers its smooth, vigorous power with surprisingly low fuel and oil consumption... The safe, silent Mono-Place Steel

Bodies are squeakproof, rattle-proof, exceptionally roomy and comfortable. The internal hydraulic brakes need no lubrication or equalising adjustments... In economy as well as in power and masterful performance, the Dodge Eight-in-Line is a sound choice for those who ask much of a motor car.

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"PATROCLUS" 10th Feb. For Marseilles, L'pool & Glasgow
 "MESELAUS" 3rd Mar. For Marseilles, Casablanca, London,
 Rotterdam and Hamburg

LIVERPOOL SERVICE.

"PELEUS" 21st Feb. For Genoa, Havre, L'pool & Glasgow
 "EURYLOCHUS" 28th Mar. For Genoa, Havre, L'pool & Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
 "PROTERILAS" 21st Feb. For Victoria, Vancouver & Seattle
 "TEUCER" 14th Mar. For Victoria, Vancouver & Seattle

INWARD SERVICE.

"NACHAON" Due 8th Feb. From New York
 "ANTENOR" Due 7th Feb. daylight For S'hai and Dairen

PASSENGER SERVICE.

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GALLOWES CHEATED BY PRISONER.

Daring Burst Through
 Cordon of Troops.

JEW HANGS HIMSELF.

Constantinople, Yesterday.

An exciting and successful attempt to cheat the gallows is just divulged in connection with yesterday's executions at Menemen.

A Dervish named Hussein escaped from the hands of the Gipsy Hangman, dashed through a cordon of astonished troops, and ran the gauntlet of an outburst of firing.

He has not yet been seen again. Eye-witnesses of the hangings pay a tribute to the outstanding courage of the only non-Muslim condemned, a Jew named Junkman. Hains, who himself adjusted the noose around his neck.

Another villager who was hanged left his entire fortune, equivalent to £30, for the erection of a tiny mosque.—Reuter.

Our Sports Diary.

LOCAL.

HOCKEY—Saturday—H.K. Ladies' Hockey Club v. Kowloon Ladies' Hockey Club (Caer Cup).

CHESS—Friday—Kowloon Chess Club Championship.

Tuesday—Kowloon Chess Club Championship.

GOLF—Saturday—Captain's Cup, Fanling.
 Sunday—Captain's Cup (Semi-Final), Fanling; Fear Cup, Kowloon Golf Club.

February 10—Junior Section, Championship, R.H.K.C. (First round).

FOOTBALL—Saturday—First Division—Chinese Athletic v. Royal Navy, Argyle v. Club.

South China v. Borderers, Club de Recreio v. Kowloon F.C.; Second Division—University v. Navy; South China v. Chinese Athletic; Borderers v. Argyle; St. Joseph's v. Argyle; Royal Artillery v. Eastern; Club v. Kowloon F.C.; Third Division—Chinese Athletic v. South China, Ewo v. Fukien, R.A.S.C. v. R.A.F.

February 18—Hong Kong v. Shanghai, 3.30 p.m.

February 21—Chinese v. Shanghai, 3.30 p.m.

February 23—United Services v. Shanghai.

CRICKET—Saturday—Division I—University v. Royal Artillery (L); Hong Kong C.C. v. Kowloon C.C. (F); Indian R.C. v. Civil Service C.C. (F); Division II—Royal Engineers v. Police R.C. (L); Civil Service C.C. v. Club de Recreio (L); Kowloon C.C. v. Hong Kong C.C. (F).

BOXING—Saturday—Tournament, Theatre Royal, 9 p.m.

RUGBY FOOTBALL—Saturday—Club v. Combined Services, 4.15 p.m.

February 14—Hong Kong v. Shanghai, 3.30 p.m.

February 17—United Services v. Shanghai, 3.30 p.m.

RACING—Sunday—Fanling Hunt Club's Steeplechase Meeting, February 28, March 2, 3, 4, and 7—Annual Race Meeting, Happy Valley.

March 22—Fanling Hunt Club's Steeplechase Meeting.

FENCING—Monday—Fencing Club Meeting, Facht Club, 5.15 p.m.

ATHLETICS—March 15 and 16—Hong Kong v. Canton Universities.

HOME.

FOOTBALL—February 14—English Cup—Fifth Round; Scottish Cup—Third Round.
 February 21—Ireland v. Scotland.

BRITON DEFENDS H.K. GOVERNMENT.

"Not in the Habit of Giving Wrong Figures."

OPIUM TRAFFIC.

Geneva, Yesterday.

The Opium Committee has passed a resolution to the effect that diluted drugs shall be considered as falling within the provisions of the Geneva Opium Convention, whatever the degree of concentration. They also passed a resolution that the League Council should urge the Governments to refuse import or export certificates to notorious traffickers.

Dame Lyall (Chairman) disputed the figures of the weight of opium imported in 1929 from Hong Kong to India but Sir Malcolm Delevingne retorted that the Hong Kong Government was not in the habit of giving wrong figures.

Dame Lyall drew attention to the excessive consumption of drugs in Kwangtung.

Mr. Sato (Japan) recognised that the situation was unsatisfactory, and promised to seek improvement.—Reuter.

Sir Malcolm Delevingne, K.C.B., is Deputy Permanent Under-Secretary of State at the Home Office, and British Representative on the Advisory Committee of the League of Nations in regard to the traffic in opium and dangerous drugs. He is an Oxford Scholar and entered the Home Office in 1892.]

OUSTRIC BANK.

DECLARED BANKRUPT IN

FRENCH COURTS.

LIABILITIES NOT KNOWN.

Paris, Yesterday.

The Oustrie Bank has so far benefited under the regime of the so-called "judicial liquidation," but to-day it was declared bankrupt by the Tribunal of Commerce, with liabilities at present not estimated.—Reuter.

ARE WE BEHIND THE TIMES?

Neglect of British Aviation in Far East.

GERMANY'S ENTERPRISE.

London, Yesterday.

In the House of Commons to-day a questioner drew attention to the establishment of the proposed German Berlin to Nanking air service, and the attachment of an air expert to the United States Trade Commissioner's office in Shanghai.

He asked what steps were being taken in advance in the interests of British civil aviation in the Far East.

Mr. F. Montague, Air Minister, said that any proposals in that connection would be sympathetically considered.—Reuter.

Test Flight Soon.

Shanghai, Yesterday.
 The Sino-German Aviation Company was formally inaugurated on February 1. The three Chinese sectional chiefs of that company have already arrived, but the German chiefs have not yet been selected.

The Chinese Aviation Company is making preparations to operate the Nanking-Peking line. Mr. Nieh Kai-yih was despatched on February 4 to survey the line. The test flight will begin next week.

"Planes Ordered."

A Shanghai message says that the Sino-German Aviation Company has ordered from Germany four "planes," which under the charge of 15 German mechanics, are expected to arrive at Shanghai on February 12. One of the planes will make a special test flight from Shanghai to Manchouli on March 1.—Canton News Agency.

Customer (dubiously): "But will you really refund my money if these stockings do not prove ladder-proof?"
 Salesman (convincingly): "Madam! We are refunding money every day."

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
 AT 2.30, 5.10, 7.15 & 9.20.

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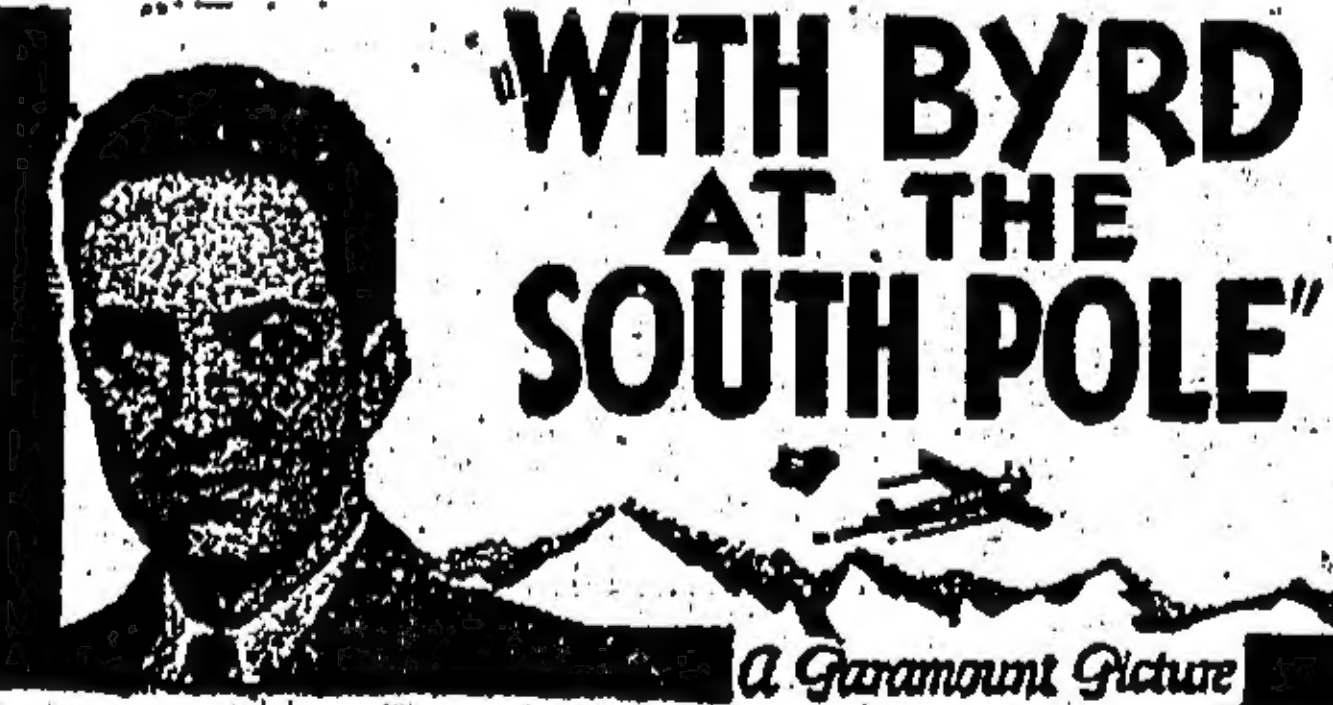
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